



messing about in BOATS

Special Features This Issue
Trophy Trip in a Stonehorse
Depoe Bay Wooden Boat Show

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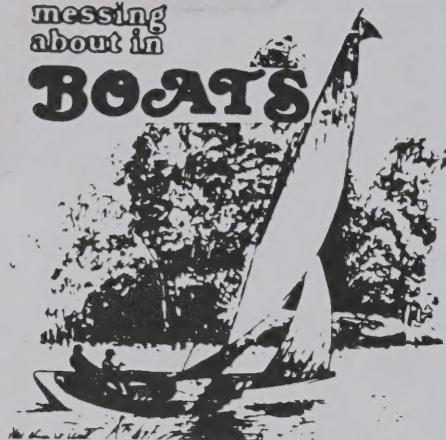
Volume 13 - Number 4

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Volume 13 - Number 4
July 1, 1995

Our Next Issue...

Has a long list of good stuff lined up, it can't possibly all fit, but we'll choose from amongst the following:

David and Mindy Bolduc return with more on their adventuring in *Little Cruiser* in "Cheating Winter", and within that tale we'll get a look at plans for an even smaller little cruiser by Matt Leyden, his 14' *Paradox*. A different aspect of adventuring will be presented in Reed Smith's experiments in "Capsized!"

Tom Young will give us a long, detailed account of setting up his 28' Cape Dory in "A Cruising Boat Remodel", while Michael McManus covers the opposite end of the scale in "Building the Bahama Dinghy Cradle Boat".

In addition to our look at Matt Leyden's new cruiser, we'll review Donald Kurylko's "Alaska, an 18' Beach Cruiser" and Phil Bolger's "20' Keel Catboat Concept".

Techniques: Richard Chasse brings us a photo essay on Fred Shell's demo of "Assembling a Swifty 12 Kit", and Roger James discusses "Modifying the Cat's Cradle". On the people side, Richard Carsen talks about "Another Approach to Rowing", Sam Overmann details "Dressing for Messing" and Gail Ferris describes small boat access problems and solutions for the disabled in "Enabling the Disabled".

On the Cover...

David and Barbara Witbeck reaching down Mussel Ridge Channel in Maine in their Stone Horse, one small enjoyable part of a lengthy effort to bring their boat home to Providence featured in this issue.

Commentary

As your stories arrive here in the mail, and in due course appear on these pages, I cannot help but notice from the ongoing flow of narratives that we collectively seem willing to put up with an awful lot of struggle and stress, and occasionally fear, in pursuit of our messing about in boats. The hassles that we will accept as part of our "fun" would not be tolerated by most of us if they were everyday parts of our lives, affecting our automobiles or homes, for instance. We do indeed love our little boats a lot to put up with what seems at times to be much in the way of difficulties that get in the way of our enjoying them.

It is a typical human trait to regale our friends and families with "war stories", vignettes of all the things that didn't go right with an experience. Not too many tales are told about trouble-free projects or idyllic cruises, it's when the going gets tough that the stories take shape. So it's not surprising that troubles of some sort are important components in tales of our experiences. What does continue to impress me is that we seem to be willing to endure them and carry on in pursuit of our dreams, regardless of the potential for future nightmares.

The literature of the sea is replete with truly dramatic tales of perils encountered and often surmounted, and our own modest small corner of this body of writing contains its share, most often moderated by the actual scale of our endeavours to reports of relatively harmless, if irritating, experiences. Occasionally we get stories of close calls afloat in which the situation was potentially life threatening, but most of the time the troubles create moments of concern not unlike that experienced when the car breaks down out there on some lonely winter highway.

The comment in this issue in David Witbeck's tale, "Trophy Winning Trip in a Stone Horse" that the scariest moment he'd had cruising was in the Cape Cod Canal at its worst with contrary wind and current, with an underpowered unreliable engine, is illustrative of what I'm discussing. It was no fun at all, and could have been dangerous had the engine failed, as it did a couple of weeks later, but hardly in a class with real danger at sea.

So we read about outings afloat that often include moments of concern for safety, if not outright fear. We also read about discomforts and boredom, getting cold and wet, getting tired of days without winds or with too much wind. Then there are the stories about gear breakdowns, or failings that manifest themselves on the first outing for the just completed boat. Often a story ends on a note of relief upon reaching the end of the outing. It feels so good to be done with it.

The tales of landslide projects, building, rebuilding, restoring, even designing, also have their share of disappointments and even potential and actual disasters. All the tasks involved in building one's own boat are bound to include their share of difficulties and disappointments, while disasters can even occur when, for example, trying to roll over a partly completed hull. The whole gamut of messing about in boats seems to hold promise of

struggles for success and even survival.

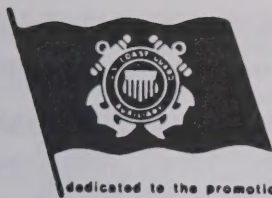
The majority of those who participate in boating for recreation do not share this with us to the same degree, for they buy consumer boats not unlike cars, and have them cared for by others on all major matters. They surround themselves with aids to using their boats, from expensive modern reliable motors through exotic navigation gear. They insulate themselves as much as possible from much of the uncertainty that tends to surround our more personally involved boating. Yes, the consumer boater does at times face some peril potential out on the water, and most often they then call for help on their radio and the Coast Guard rescues the most seriously threatened ones and it makes the evening TV news.

We small boat folks deliberately have chosen the "hard way" to enjoy boating, from building our own to rowing or paddling with muscle power or sailing with the unpredictability of the wind. It's a matter of personal responsibility manifesting itself, in my view. We'd rather do it ourselves, even to dealing with the troubles if they come. Inevitably out of this self-reliance comes the resulting stories of how things went wrong and how we coped, often in exasperation if not in fear.

Given the scale of recreational boating today, and the real perils posed to us by being on the water, not our natural environment, real tragedy is scant. Every year people do lose their lives on the water, but in very small numbers. Remarkable when you contemplate the apparent lack of skills and awareness that seems to exist amongst consumer boaters.

Our awareness, and skill level, as small boat builders, sailors, paddlers, rowers, seems to be at a higher level, and since we tend more to depend upon ourselves when messing about in boats, when we experience those bad moments we later talk about them to others who will understand, often on these pages for all of you.





UNITED STATES COAST GUARD AUXILIARY

A Voluntary National Organization

Contributed by Tom Shaw

Dedicated to the promotion of SAFETY in the maintenance, operation and navigation of SMALL CRAFT

Volunteerism

One of the many things that makes America a unique culture is its reliance on volunteers to do those things that in other nations are the sole responsibility of government. Obvious examples range from national/international organizations such as the American Red Cross to very local groups like the "Friends of Public Radio" who keep WHQR on the air.

Some of these groups have a high profile, others are virtually unknown. The fact remains that without our countless volunteer organizations, the quality of life in this land of ours would be significantly diminished. Three cheers for the legions of volunteers whose gifts of self make life in these United States significantly better.

Those of us who live in southeastern North Carolina were threatened last season by Hurricane Gordon. We were, indeed, fortunate, nothing dreadful happened. Yet the threat mobilized hundreds of volunteers, some of them serving organizations we have scarcely heard of. They were "on duty", just in case. These men and women put their personal lives on hold to stand by to assist strangers who might be in need. I know because in a very mundane and unheroic way, I was one of them.

This story must be told in the first person singular. I can speak, knowingly, only of an individual response to a potential crisis. Hundreds of others, serving dozens of volunteer organizations, have far more impressive tales to tell. They were just too busy doing to talk about it, so my story is truly the story of many, many others. The difference is in the details.

A bit of background is necessary. The United States Coast Guard operates "high site" radio antennas which are 600' high to provide range far out to sea. The height, which makes these antennas so effective also makes them vulnerable to the high winds of hurricanes so the Coast Guard Auxiliary operates dozens of low-powered radios up and down the coast. While none of these Auxiliary stations has much

range, they are linked together in a network and can pass messages along should the "high sites" be knocked out.

I happen to have one of these Auxiliary radio stations and at 8:35 on a Friday morning I was notified that "Condition One" had been set. This meant that stations like mine would monitor Channel 16, the emergency channel, and stand by on both radio and telephone in case a high site was blown down and we were needed. In fact, we were not needed, but from that first phone call until "stand down" late that night I, like many other Auxiliarists, kept a constant radio watch in case we were needed. I happen to have a portable "hand held" radio in addition to the main transmitter, and that hand-held was with me constantly, even when walking the dog.

The radio traffic was fascinating. In the first few hours there were many messages from Coast Guard Group Ft. Macon to the *Diligence* and to other cutters in the area chiefly concerned with preparation. There were "Security" broadcasts, many dealing with the closing of drawbridges so land traffic could escape threatened areas. In mid-afternoon, there was a "Pan, Pan" broadcast about two surfers who were missing near Masonboro Inlet. "Pan Pan" yields only to "May Day" in priority and is used for life threatening emergencies other than a vessel sinking. Shortly thereafter that alert was cancelled when the surfers were found to be safe.

There was a series of transmissions first from the Marine Radio operator and later from the Coast Guard, attempting to contact a 42' sailing vessel somewhere off shore, and later in the evening a "Pan Pan" message to all stations as concern for the overdue vessel grew. Those of us monitoring the radio could only wish her well.

Interspersed throughout the day were calls to the Coast Guard for a radio check. It must have been very reassuring to threatened mariners to know that their signal was received "loud and clear" and

that they had the ability to call for help.

In mid-afternoon two children somehow got on the radio and tied up Channel 16, the emergency channel, with meaningless chatter. Coast Guard Group Ft. Macon spoke quite severely, and the chatter ceased. As far as I could tell, no emergency messages were blocked by this thoughtless and illegal misuse of a vital safety system.

Hurricane Gordon has come and gone. Fortunately for us, it never imposed a serious threat to our corner of the world. We had some coastal flooding and some beach erosion. Some surfers were at risk. And one vessel gave us cause for major concern. All things considered, Gordon was no big deal. But it might have been a very big deal indeed. If that had come to pass, it is comforting to know that all sorts of agencies, staffed by your friends and neighbors who volunteer their time and their skills, were standing by to render assistance whenever and wherever it might have been needed.

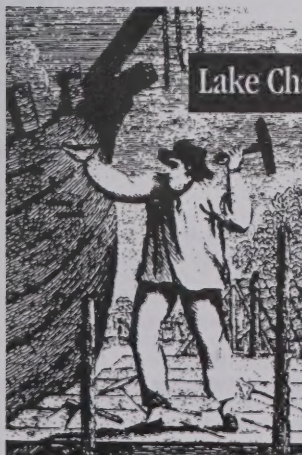
I end where I began. One the things that makes America unique, that makes America great, is the thousands upon thousands of men and women who give of themselves, their time, their talents, their treasure, in voluntary service to their fellow citizens. Why don't you become a volunteer and make this great nation just a little bit greater?"

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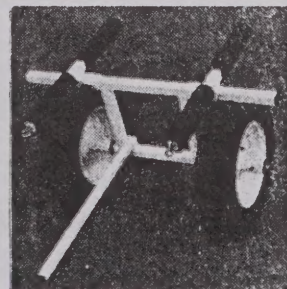
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ANTIQUE & CLASSIC BOATING

Special Events

7/14. 6th Annual Lawley Symposium, Lawley Boat Owners Association, Charlestown, MA, (508) 281-4440.

7/15-16. 13th Annual Boston Antique & Classic Boat Festival, Lowell's Boat Shop, Charlestown, MA, (617) 666-8530.

7/22-23. Antique & Classic Boat Rendezvous, Mystic Seaport Museum, Mystic, CT. (203) 572-5315.

7/28-30. 17th Annual Antique & Classic Boat Show, Finger Lakes Chapter ACBS, Skaneateles, NY, (315) 834-6303 eves.

7/29. 22nd Annual Northeast Antique & Classic Boat Show, N.E. Chapter ACBS, Weirs Beach, NH, (603) 279-4654.

8/3-6. 31st Annual Antique Boat Show, Antique Boat Museum, Clayton, NY, (315) 686-4104.

8/17-20. Traditional Watercraft & Model Show, Old Boats, Old Friends, Racine, WI, (414) 634-2351.

Organizations Offering Ongoing Activities (Call or write for activities schedules):

Chesapeake Bay Chapter ACBS, P.O. Box 6780, Annapolis, MD 21401.

N.E. Chapter Antique & Classic Boat Society, 140 Powers Rd., Meredith, NH 03253, (603) 279-4654.

BOATBUILDING

Organizations Offering Ongoing Activities (Call or write for course schedules):

Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.

Brookfield Craft Center, P.O. Box 122, Brookfield, CT 06804, (203) 775-4526.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.

Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663. (410) 745-2916.

Glenmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286. (410) 252-9324.

Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491. (802) 475-2022.

Lowell's Boat Shop, 459 Main St., Amesbury, MA 01913, (508) 388-0162.

Northwest School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368. (206) 385-4948.

South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.

Sterling College, Craftsbury Common, VT 05827, (802) 586-7711.

Wooden Boat School, P.O. Box 78, Brooklin, ME 04616. (207) 359-4651.

BOAT SHOWS

7/8-9. 7th Annual Small Boat Show, Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491. (802) 475-2022.

7/14-16. Wooden Boat Show, Southwest Harbor, ME. (207) 359-4651.

7/15-16. 13th Annual Boston Antique & Classic Boat Festival, Charlestown Navy Yard, MA, (617) 666-8530, (617) 489-1137.

7/27-30. Kotka II International Wooden Boat Show, SF-49200 Heinlahti, Finland, 358-52-201 200.

7/27-30. Luders Reunion, Stamford, CT, Stamford Historical Society. (203) 329-1183.

7/27-30. Luders Reunion, Stamford, CT, Stamford Historical Society. (203) 329-1183.

CANOEING

Special Events:

7/11-8/10. Finlandia Clean Water Challenge, Chicago to New York, (212) 362-2176.

7/20-24. Wooden Canoe Heritage Association Annual Assembly, Paul Smiths, NY, (201) 503-9492.

8/25-28. 5 Meter & ACA Class Sailing Canoe Nationals, ACA Canoe Sailing, Bridgeton, ME, (603) 772-2306.

Organizations Offering Ongoing Activities (Call or write for event schedules):

Connecticut Canoe Racing Association, c/o Paula Thiel, 53 Ross Rd., Preston, CT 06365. (203) 889-9893.

Metropolitan Canoe & Kayak Club, P.O. Box 021868, Brooklyn, NY 11202-0040, (914) 634-9466.

New England Downriver Championship Series. (203) 871-8362.

Sebago Canoe Club, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11226. (718) 241-3683.

Happenings '95

The 1st issue of each month carries the updated list for that month and the succeeding one, with occasional advanced listings of events requiring long term planning to participate in. We can list only those events and organizations that we hear from.

If you need to know more about any of these activities and events contact the listed organizations appropriate to your interest for full calendars.

Washington Canoe Club, c/o Alexandra Harbold, 2111 Wisconsin Ave. NW #315, Washington, DC 20007.

Instruction:

Baer's River Workshop, 222 S. Water St., Providence, RI 02903. (401) 453-1633.

Country Canoeists, 5 School St., Dunbarton, NH 03045. (603) 774-7888.

CONTEMPORARY YACHTING

Special Events:

7/7-9. Shake-A-Leg Wall St. Challenge Cup, Shake-A-Leg, Newport, RI, (401) 849-8898.

7/14-16. Michelob Newport Regatta, Sail Newport, Newport, RI, (401) 846-1983.

7/21-23. ASTA Tall Ships Race, American Sail Training Assoc., Newport, RI, (401) 846-1775.

7/28-8/5. NYCC Annual Cruise, New York Yacht Club, Newport, RI, (401) 846-1000.

8/4-6. Buzzards Bay Regatta, New Bedford Y.C., (508) 997-0762.

8/16-17. Sail Newport Regatta for the Blind, Sail Newport, Newport, RI, (401) 846-1983.

8/21-23. Shake-A-Leg ITT Hartford National Racing Series, Shake-A-Leg, Newport, RI, (401) 849-8898.

8/25-27. Sail Newport Cruising Regatta, Sail Newport, Newport, RI, (401) 846-1983.

Organizations Offering Ongoing Activities

(Call or write for event schedules):

Sail Newport, 53 America's Cup Ave., Newport, RI 02840. (401) 846-1983.

MARITIME EDUCATION

Special Events

7/8-14. Maritime Youth Challenge, Wooden Boat Foundation, Port Townsend, WA, (206) 385-3628.

7/15-19. Summer Youth Sea Symposium, Wooden Boat Foundation, Port Townsend, WA, (206) 385-3628.

Organizations Offering Ongoing Activities

(Call or write for curriculum information):

Nova Scotia Sea School, 1644 Walnut St., Halifax, NS B3H 3S4, (902) 492-4127.

Sea Education Association, Inc., P.O. Box 6, Woods Hole, MA 02543. (508) 540-3954.

Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368.

MARITIME MUSEUMS

Special Events:

Until 9/17. Luders Exhibit, Stamford Historical Society, 1508 High Ridge Rd., Stamford, CT 06903-4107. (203) 329-1183.

Maritime Museums Offering Ongoing Exhibits & Programs (Call or write for activities schedules):

Adirondack Museum, Blue Mountain Lake, NY 12812. (518) 352-7311.

Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.

Calvert Maritime Museum, P.O. Box 987, Solomons, MD 20688, (410) 326-2042.

Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202, (315) 471-0593.

Essex Shipbuilding Museum, Box 277, Essex, MA 01929. (508) 768-7541.

Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.

Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.

Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401. (914) 338-0071.

Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd, Philadelphia, PA 19106-1415. (215) 925-5439.

Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491. (802) 475-2022.

Long Island Maritime Museum, W. Sayville, NY. (516) 854-4974.

Maine Maritime Museum, 243 Washington St., Bath, ME 04530. (207) 443-1316.

Maine Watercraft Museum, 4 Knox St. Land- ing, Thomaston, ME 04861. (800) 923-0444.

Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759. (804) 596-2222.

Maritime & Yachting Museum, 9801 S. Ocean Dr., Jensen Beach, FL 34957. (407) 229-1025.

Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291. (414) 276-5664.

Mystic Seaport Museum, P.O. Box 6000, Mys- tic, CT 06355-0990. (203) 572-5315.

North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.

San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101. (919) 234-9153.

South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.

Strawbery Banke Museum, P.O. Box 300, Ports- mouth, NH 03802, (603) 433-1100.

Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754, (908) 349-9209.

MODEL BOATING

Special Events:

Organizations Offering Ongoing Activities (Call or write for activities schedules):

U.S.S. Constitution Model Shipwright Guild, c/ o George Kaiser, 23 Mermaid Ave., Winthrop, MA 02152-1122. (617) 846-3427.

U.S. Vintage Model Yacht Group, c/o John Snow, 76 Woodbine Ave., Concord, NH 03301. (603) 224-4586.

ONE DESIGN SAILING

Special Events

7/29. 5th Annual Rendezvous & Regatta, Bridges Point 24 Assoc., Brooklin, ME, (919) 929-1946.

Organizations Offering Ongoing Activities

(Call or write for event schedules):

Bridges Point 24 Assoc., c/o Kent Mulliken, 101 Windsor Pl., Chapel Hill, NC, (919) 929-1946.

Cape Cod Frosty Association, P.O. Box 652, Cataumet, MA 02534. (508) 771-5218.

Hampton One-Design, c/o Scott Wolff, 3385 Kings Neck Dr., Virginia Beach, VA 23452. (804) 463-6895.

New England Beetle Cat Association, c/o David Akin, 40 Chase Ave., W. Den-nis, MA 02670. (508) 394-3908.

West Wight Potter's Association, Southern Cali- fornia Chapter, c/o Roland Boepple, 17972 Larcrest Cir., Huntington Beach, CA 92647. (714) 848-1239.

ROWING

Special Events:

7/1. 11th Annual Somes Sound Rowing Clas- sic, Maine Rowing Assoc. Southwest Harbor, ME, (207) 244-5411.

7/22. Blackburn Challenge, Cape Ann Rowing Club, Gloucester, MA, (508) 283-4695.

Organizations Offering Ongoing Activities

(Call or write for activities schedules):

Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930, (508) 283-4695.

Cape Cod Viking Club, c/o Bernie Smith, 2150 Washington St., E. Bridge-water, MA 02333. (508) 378-2301.

Maine Rowing Assoc., c/o Reg Hudson, P.O. Box 419, Southwest Harbor, ME 04679.

Narragansett Boat Club, P.O. Box 2413, Provi- dence, RI 02906. (401) 272-1838.

New England Open Water Rowing Calendar, Frank Durham, 70 Hayden Rd., Hollis, NH 03049, (603) 465-7920.

Riverfront Recapture, 1 Hartford Sq. W, Suite 104, Hartford, CT 06106-1984. (203) 293-0131.

SAFETY EDUCATION

Organizations Offering Ongoing Courses

(Call or write for course schedules):

U.S. Coast Guard Auxiliary Flotilla 403, c/o Gary Cordette, 315 Paradise Rd., Swampscott, MA 01907. (617) 599-2028.

SEA KAYAKING INFORMATION

Atlantic Coastal Kayaker, P.O. Box 520, Ipswich, MA 01938, lists all sea kayaking activities that come to our attention..

SMALL BOAT MESSABOUTS

Organizations Offering Ongoing Activities
(Call or write for activities schedules):

Southern California Small Boat Messabout Society, c/o Annie Kolls, 4048 Mt. Acadia Blvd., San Diego, CA 92111. (619) 569-5277.

STEAMBO ATING

Special Events

8/12-20. International Steamboat Muster, Blackstone Valley Tourism Council, Cumberland, RI, (401) 334-7773.

TRADITIONAL SMALL CRAFT

Special Events:

8/18-20. 4th Annual Small Boat Regatta, Museum of Yachting, Newport, RI, (401) 847-1018.

Organizations Offering Ongoing Activities
(Call or write for activities schedules):

Barnegat Bay TSCA, c/o Tom Johns, 195 Shenandoah Blvd. Toms River, NJ 08753. (908) 270-6786.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.

Connecticut River Oar & Paddle Club, c/o John Stratton, Box 281, Old Lyme, CT 06371. (203) 434-2534.

Delaware Valley TSCA, 482 Almond Rd., Pittsgrove, NJ 08318.

Oregon TSCA, c/o Robert Young, 16612 Maple Cir., Lake Oswego, OR 97034. (503) 636-7344.

Patuxent Small Craft Guild, c/o George Sargent, 5227 Williams Wharf Rd., St. Leonard, MD 20685. (410) 586-1893.

Potomac TSCA, c/o Bob Grove, 419 N. Patrick St., Alexandria, VA 22314. (703) 549-6746 eves.

Sacramento TSCA, c/o Russ Kanz, 5232 U St., Sacramento, CA 95817. (916) 736-0650.

South Jersey TSCA, c/o George Loos, 53 Beaver Dam Rd., Cape May Courthouse, NJ 08210. (609) 861-0018.

Traditional Small Craft Association, P.O. Box 350, Mystic, CT 06355.

Traditional Small Craft & Rowing Association of Maine, c/o Jim Bauman, RR 1 Box 1038, S. China, ME. (207) 445-3004.

Tri State TSCA, c/o Ron Gryn, 4 Goldeneye Ct., New Britain, PA 18901. (215) 348-9433.

TSCA of West Michigan, c/o Mark Steffens, 6033 Bonanza Dr., Stevensville, MI 49127. (616) 429-5487.

Upper Chesapeake Baymen TSCA, c/o Kevin Brennan, 3125 Clearview Ave., Baltimore, MD 21234. (410) 254-7957.

Upper Mississippi Small Craft Association, c/o David Christofferson, 267 Goodhue, St. Paul, MN 55102. (612) 222-0261.

TRADITIONAL YACHTING

Special Events

7/8-9. Friendship Sloop Regatta, Friendship Sloop Society, New London, CT, (203) 442-7376.

7/22-23. Friendship Sloop Rendezvous, Friendship Sloop Society, Southwest Harbor, ME, (207) 244-4313.

7/25-27. Friendship Sloop Days Annual Homecoming, Friendship Sloop Society, Rockland, ME, (617) 272-9658.

7/28-30. Luders Rendezvous, Stamford Historical Society, Stamford, CT, (203) 329-1183.

7/29. Friendship Day, Friendship Sloop Society, Friendship, ME, (617) 272-9658.

7/29-30. Emperors Cup, Wooden Boat Classic Regatta Series, Marblehead, MA, (617) 577-8222.

8/4-6. Mayor's Cup Schooner Race, Wooden Boat Foundation, Port Townsend, WA, (206) 385-3628.

8/6. Eggemoggin Reach Regatta, Wooden Boat Classic Regatta Series, Brooklin, ME, (207) 359-4651.

8/12-13. Marblehead Friendship Sloop Rendezvous & Regatta, Corinthina Y.C., Marblehead, MA, (617) 631-6680.

8/17-19. 13th Annual Great Lakes Wooden Sailboat Rendezvous & Regatta, Great Lakes Wooden Sailboat Society, Sandusky, OH, (216) 871-8194.

8/21. Opera House Cup, Wooden Boat Classic Regatta Series, Nantucket, MA, (508) 228-2121.

Organizations Offering Ongoing Activities
(Call or write for activities schedules):

Friendship Sloop Society, 14 Paulson Dr., Burlington, MA 01803-2820, (617) 272-9658.

Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.

Noank Wooden Boat Association, P.O. Box 9506, Noank, CT 06340.

Wooden Boat Classic Regatta Series, 323 Boston Post Rd., Old Saybrook, CT 06475, (203) 388-6657.

TUGBOATING

Special Events

Organizations Offering Ongoing Activities
(Call or write for activities information):

Tugboat Enthusiasts Society of the Americas, 308 Quince St., Mt. Pleasant, SC 29464.

World Ship Society, P.O. Box 72, Watertown, MA 02172-0072.

WATER TRAILS

Organizations Offering Ongoing Activities
(Call or write for activities information):

Maine Island Trail Association, P.O. Box C, Rockland, ME 04841. (207) 596-6456.

Washington Water Trails Association, 4649 Sunnyside Ave. N. Rm. 345, Seattle, WA 98103-6900. (206) 545-9161.

WOODEN BOATS

Special events:

7/16. Wooden Boat Festival, Toms River Seaport Society, Toms River, NJ, (609) 845-0717.

7/29-30. Poulsbo Boat Rendezvous, Poulsbo, WA, (360) 373-6154.

Organizations Offering Ongoing Activities
(Call or write for activities information):

Association of Wooden Boatbuilders, c/o Walter Gotham, 7811 NE 88th St., Vancouver, WA 98662.

Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.

Small Wooden Boat Association of Nova Scotia, P.O. Box 1193, Dartmouth, NS B2Y 4B8, Canada.

The Wooden Boat Foundation, #2 Point Hudson, Port Townsend, WA 98368, (206) 385-3628.

IMPORTANT NOTICE TO ALL ACTIVITY ORGANIZERS


I'd like to be able to publish all the details of your many interesting activities, but this is simply not possible given the space constraints of the magazine and the ever-growing number of activities desiring to be publicized.

If you wish more space to announce your activities than we can provide in this free bare bones listing, consider paid advertising. It's inexpensive and you get all the space you're willing to buy.



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The British Are Coming

The Open Canoe Sailing Group of England will be taking part in our 1995 ACA Sailing Canoe National Championships at Moose Pond in Bridgeton, Maine, August 26-28. It was just 100 years ago in 1895 that the Royal Canoe Club of England challenged the ACA canoe sailors to an international match, which subsequently took place at the 7th annual ACA encampment on the St. Lawrence River in 1896.

Interested readers can learn more about this event from Jim Bowman at (603) 772-2306.

Marilyn Vogel, ACA National Chairperson, Green Lane, PA.

Life is Too Short to Waste on Dry Land

Just a few lines to comment on your page increase. I like it but would caution you that if you continue to increase the size of the magazine to say between fifty and a hundred pages each two weeks you might be responsible for some of us having some friction between our wives and us or between our bosses and us. It might be too time consuming being forced to read all that material in such a short time. Please exercise caution.

I saw a bumper sticker a few years ago that really put things in perspective for me. It said, "When I was young I spent most of my money on booze, broads, and boats . . . the rest I wasted." I know it's old but I still like any saying that puts things into the proper perspective.

I started graduate school is September and was taking a very heavy load (16 units) and had no time for boating. I am decreasing my load at school and spending some of my time on boating which is really just as worthwhile. Life is too short to waste on the dry land.

Michael Briggs, Long Beach, CA.

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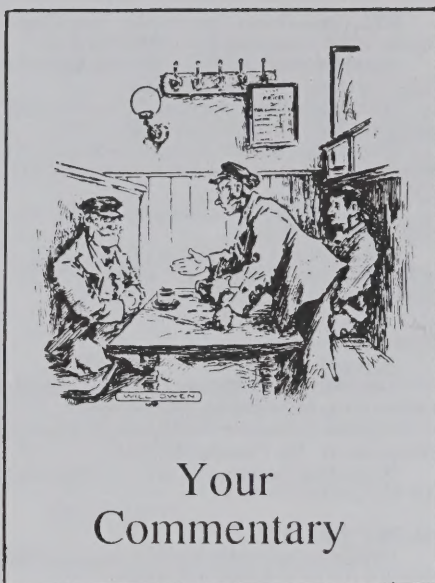
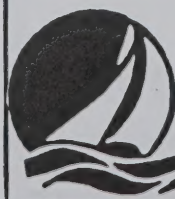
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Misses the Bolger Mystique, but...

As the first builder of Bolger's Micro from plans advertised in *WoodenBoat* in the early '80's I much enjoyed Dennis and Linda Bradley's "Julia May Goes to Sea" in the May 15th issue. The detailed account about their Long Micro brought back many pleasant recollections of my own Micro and I had to chuckle at the mention of the vortex in the stern wake looking like a rope trailing in the water.

As I now own a somewhat bland looking MacGregor 26 production sailboat, I miss all those dockside chats and attentions that almost any Bolger design attracts. And while I now no longer enjoy the satisfaction of sailing a boat I built from scratch, along with all of Bolger's wonderful eccentricities, I don't miss several days a year of painting and varnishing. It was kinda fun the first time, but... And I do like sailing 80 degrees off the wind and getting where I want to go without so much upwind motorsailing, and in steep choppy seas I'm glad to have a sharp bow slicing through the waves instead of bashing into them with that bow transom.

I plan to write an account of my voyage from Cedar Key to Appalachicola and back along the coastline in my MacGregor using the wonders of GPS as guidance and will also discuss the MacGregor 26 as a low cost, bare bones liveaboard cruiser, and some of my modifications, including the addition of a transom-mounted off-center mizzen.

I hope Dennis and Linda bring *Julia May* to Cedar Key next year as I'd be very interested in seeing her in action.

Martin Stevens, Black Mountain, NC.

Thanks to Columbia

Thanks to one of your regular advertisers, Columbia Trading Co., I was able to come up with a 1974 edition of *Sailing Boats of the World*. This is a 1,237 page book with over 1,800 different sailboats entered. It's as thick as a phone book and even includes my beloved Cape Dory 14. All this for \$35! No library is complete without it.

Steven Rossi, W. Bloomfield, MI.

Long May We Twinkle

Your commentary in the April 15th issue was a real tonic and re-assurance, as it always is for us when you deal with the topic of marketing *Messing About in Boats*. As tyros in the world of publishing (*Afloat* will be just two years and thirteen issues old in September) Dennis and I had no previous experience upon which to draw, and the boating magazines sold from newsagents' shelves are so much in a different league that their sales figures are positively unreal to us.

You speak our language. Your observations on the types of browsers at boat shows exactly mirror our experiences at events over here. Thank you for being so open about your circulation and your efforts to promote *Messing about in Boats*. When it has been a bad week for *Afloat* subscription orders we shrug and say, "Bob went through all this and he kept on going." You are our guiding star, long may you twinkle.

Carol Davis, Galley Slave, *Afloat*, 9 Great Burrow Rise, Northam Bideford, Devon EX39 1TB, England.

The Real Trash Issue

We in the plastics business have been doing our best to make "today's plastic stay around for centuries", as Tom Shaw commented in his May 15th column, without much success. With some exceptions, plastics are pretty rapidly degraded by ultraviolet (UV) radiation.

I use polyethylene freezer containers for bailers and after one season they crack, split and fall apart. When we were in Greece in 1989 the water's edge at all the beaches was full of sparkling floating chips like fish scales, the decomposition products of the water bottles all the tourists use and then discard. Polyethylene film, polyester soda bottles and other plastic packaging products have short lives in sunlight.

I am seeing aluminum beverage cans disintegrating in salt water at least as fast as steel cans, salt water corrodes aluminum rapidly.

The red stripes on the nylon ensigns flown from the pole on my pier disintegrate rapidly compared to the blue or white because to appear red they have to completely absorb the blue end of the spectrum, including the ultra-violet. A red nylon sail I had went to pieces in a couple of years from exposure to the sun, and the orange fabric on PFD's is similarly susceptible.

Methyl methacrylate plastics such as Lucite or Plexiglass are completely resistant to UV degradation. Other plastics that have been pigmented with carbon black or titanium dioxide are very long lived in exposure to UV because those pigments absorb the UV at the surface and keep it from acting on the polymer.

The real issue is discarding any trash on the waterways or along the highways. It is a filthy obnoxious habit. At Wrightsville Beach near where Tom and I both live, the major trash item is cigarette butts.

David Carnell, Wilmington, NC.

Building Gardner's Peapod

In response to Nelson Rooker's request in the April 15th issue for plans and advice on building John Gardner's 14' peapod covered in his book, *Building Classic Small Craft Volume 1*, I offer the following observation:

Although I have never built a boat, I am familiar enough with John's work to know he is quite unique in making lines for his boats freely accessible upon publication. Since 1951 his articles in the *Maine Coast Fisherman*, later *National Fisherman*, have usually included enough information for the boatbuilder to build a boat directly.

The chapter on peapods includes for the 14' model offsets, lines and directions for full size laydown on a 4'x8' sheet of plywood, and a detailed drawing of the stem, along with a general description of the construction of the carvel model and additional detailed information on construction of the lapstrake model.

Indeed, the Appendix, "Notes on Boatbuilding Methods", is another rich source of construction advice. A prospective builder would do well to read each of the chapters and scan the index to obtain helpful pieces of information concerning all phases of small boat building, both suggestions which John himself has promoted in his writings. This also obtains for each of John's books, including the most recent *Classic Small Craft You Can Build*, which includes a chapter on the 16' North Haven peapod and more information about the construction of peapods.

The 14' peapod is, I believe, one built by John at the shop at Mystic Seaport in 1971, 14'2"x4'5" (Access Number 71.237). This boat is currently available to rent at Mystic Seaport Museum's Boat-house as is the last boat John built, the North Haven peapod which he finished in 1985. The lines and offset table (one sheet, \$10 non-members, \$7 members.) are available by mail for the 14' model but would still need to be lofted (from museum watercraft collection, Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990).

This is not to suggest that the advice builders share with each other is not of significant value, but only to point out the uniqueness of John's approach to writing about traditional small boats. He makes the lines available to all for a minimum of cost.

Sharon Brown, The Boat Livery, Mystic Seaport Museum, Mystic, CT.

Great Lakes Wooden Boats

We are trying to build up interest in wooden boats here on our Great Lakes, and have attracted boats from 10' Nutshell prams to 45' craft, from all designers, with all rigs, and all of wood! They come from Detroit, Lake St. Clair, Cleveland, Erie and Ontario.

Our major event is our 13th Annual Rendezvous and Regatta on August 17, 18 and 19 at Battery Park Marina in Sanduskey, Ohio. We want to be sure to let all wooden boat lovers within reach know about us and our show. Readers can contact us for more details.

Ruthie Goetz, Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.

Some Answers

Referring to the May 15th article by Bill Newcomb on "Carinita" (not "Caranita"), I have a copy of *How to Build 20 Boats* containing plans for this boat and will make photocopies for anyone interested at my cost.

In response to Chuck Trainor's letter inquiring about a source of information on the Head of the Charles, I suggest that this can be learned from the Harvard, BU or MIT boathouses along the Charles.

Regarding PFD regulations mentioned in Paul Gorman's letter in the same issue, I agree that the Coast Guard does very poorly in public relations, an outcome of its military type organization not suited to dealing with the civilian public. I am still trying to find out if the wearable PFD rule applies only to waters under Coast Guard jurisdiction or to all waters including inland ponds. Nobody knows. How can the Coast Guard rule on what is done on waters not under its jurisdiction?

Bob Whittier, P.O. Drawer T, Duxbury, MA 02331.

That Simple Beach Cruiser

I would like to comment on Ernest Brock's "A Simple Beach Cruiser". I have amused myself in a similar manner, making cardboard models based on Bolger designs, and making changes here and there, particularly in the bottom curve "rocker". All I can say is that even a slight change of even one inch in the rocker aft of the "Elegant Punt", which I felt was a bit too full, made the installation of the shoes a lot more difficult than if I had left it the way Phil Bolger designed it.

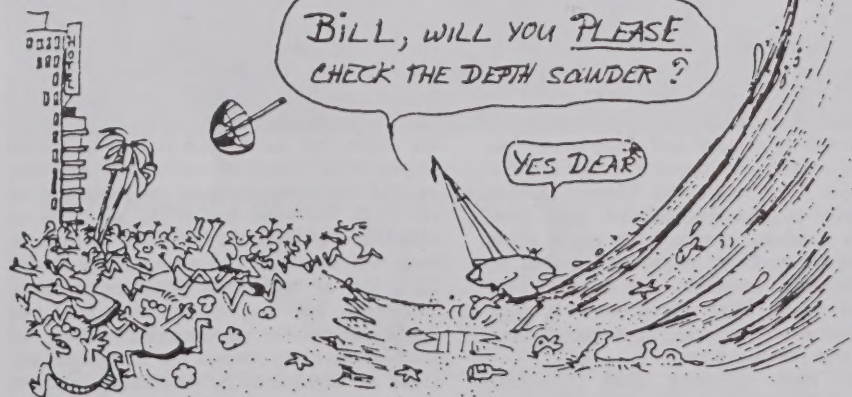
Martha and I have built many Bolger designs (about 20 as of today) and if I have learned anything in the process it is to trust Phil's judgement, the guy is a genius.

Hans Waecker, Cliff Island, ME.

Priorities!

Thanks, Bob, for doing what you do so well!

Bill & Jacquerie Ghomley, Sacramento, CA.



* AS SOON AS I WRITE THE CHECK FOR "MESSING ABOUT"

Every winter Edey & Duff, builder of the Stone Horse, Dovekie, Fatty Knees dinghy and other fine boats have a party at their shop for owners of boats built by them. Each year they present a beautiful half-hull plaque/trophy to the owner of a StoneHorse and a Dovekie who has the best story about their experience on their boat that year. I'm not sure we deserve it, but for this year the Stone Horse Trophy is proudly, and prominently displayed in our living room. Here's our story.

In the summer of '92 a friend and I sailed (OK, motored) our Stone Horse *Fair Wind* from Providence, RI to Tenants Harbor, Maine. Actually we had a great two days of sailing from Providence to Onset, mooring for a night at Sakonnet Pt. in between. The other six days there was absolutely no wind, except for about a two-hour close reefed blow leaving Provincetown in the early morning for Gloucester.

Anyway, by the time we got *Fair Wind* to T Harbor her engine was getting pretty erratic. To make a long story short, we decided to leave the boat in Maine for the winter of '92-'93 to have the engine overhauled (glazed cylinder walls was the diagnosis).

For the summer of '93 Barbara (my forbearing spouse) and I had all kinds of fantasies about the pristine little anchorages that we'd explore now that we had a reliable engine to negotiate our way around myriad ledges we might encounter while drifting in Maine's frequent mid-summer calms. Unfortunately those dreams were never realized because we continued to have engine problems.

The engine used to start right up and then run erratically, but now the engine ran great only if we could manage to get it started. Apparently, when re-installing the engine the mechanic created a means for air to get into the fuel line. By the time the source of the air leak was discovered and fixed, it was late summer.

Another friend and I attempted to bring *Fair Wind* home (Barbara had a real job and couldn't take the time). We waited out the fog for three days and when we finally got underway our beautifully running engine blew its exhaust manifold gasket. Again our homecoming was aborted and *Fair Wind* spent the terrible winter of '93-'94 in Spruce Head.

For the summer of '94 we were determined to bring our boat home, no matter what. Barbara had a new job, working for the Providence schools, and for the first time had all summer off.

The first weekend in July we loaded up a rented car with all our gear and supplies and drove up to False Whitehead Harbor where *Fair Wind* awaited us. By the time we had everything aboard and disposed of the car, it was early evening and we set sail for the short hop down the Mussel Ridge Channel, around Whitehead and into Tenants Harbor to spend the night on a mooring there. How wonderful it was to feel the ocean swells under us after that dreadful winter. How elated we were after that mere seven mile sail to actually have started our journey home.

The next morning after breakfast ashore with friends we left T Harbor propelled by a gentle northwester, the very wind I had dreamt of all winter. That wonderful wind held all that day and we had an

Trophy Trip in a Stonehorse

By David Witbeck

exquisite sail all the way to Linekin Bay where we spent the night anchored a short row from a short walk into Boothbay Harbor. This was what cruising was supposed to be like!

Unfortunately the wind didn't last. Fortunately the engine did. The next day, the Fourth of July, we motored all day in a flat hazy calm. In spite of the infernal racket of the engine we were delighted to at least have visibility. We made it all the way past Casco Bay, past Portland, just past Cape Elizabeth to Richmond Island. The grouchiness we were feeling being cooped up for three days on a small boat, a small noisy boat, was quickly dispelled by a frigid bath in the crystal water of the harbor, a hot meal and something mildly alcoholic to drink.

Again a flat calm the next morning, better than a blustery southwester! Underway before sunrise. Next stop the Isles of Shoals. It seems like we spent most of the day staring at Boon Island. For hours it didn't seem to get any closer, and after passing it, it never seemed to get much farther away. The joy of traveling at 4 knots! In the late afternoon with the rooftops of Appledore in sight the sea started to lump up and the wind started to bluster out of the southeast. We were losing a lot of speed with the engine straining against the wind and chop. We could just about fetch the channel marker near the southwest corner of Appledore so we hoisted sail.

After getting the sails up, I looked out toward the horizon and thought I saw a puff of white smoke scud across the water. These mysterious puffs occurred a few more times before I figured out that they were whales spouting. The water was choppy and dark gray and the whales were traveling in the same direction as we were so it was difficult to see them. Every now and then we could see a back and a fin roll gracefully out of the water. This was the same vicinity where we met 20-30 whales heading south on a gray drizzly calm day on *Fair Wind's* trip north two years ago.

Star Island. Keep far far away from it! On the trip down east two years before, my friend Dave and I spent a night in Gosport Harbor and it was one of the places that I wanted Barbara to see on the trip home.

Things changed in the intervening two years though. After Barbara and I picked up a mooring and tidied up the boat, the warm sun came back out and, enticed by the sweet smell of wild roses, we were excited about the prospect of exploring on dry land. We were met at the shore by an officious little snippet who told us that we were welcome to come ashore if we abided by a list of rules that she proceeded to enunciate, but that we couldn't land our dinghy anywhere on the island. (Star Island is privately owned by Congregationalists or Unitarians or something, and all the buildings are used for retreats and family programs and whatnot.)

Needless to say, we were really annoyed. Fortunately the couple on the boat

moored next to us were equally annoyed. We worked out an arrangement whereby they would drop us ashore for a period of time, they'd come to get us, we'd take their dinghy back to our boat and then pick them up a couple of hours later. For one day that worked out well, but...

The weather report for the following day was for 15-20 knot southwest winds. The report for the day after that was for drizzle and northwest winds. Heading south from Star Island there's really no really good place to stop until Gloucester, about 35-40 miles away. The likelihood of our getting that far against strong head winds during daylight was slim so we decided stay where we were another day. Barbara and I took turns going ashore rowing around the harbor in the dinghy. This wouldn't be so bad for one day we thought. A nice broad reach in the rain was far preferable to lurching and bashing into head seas in the sun.

Sure enough, the next day dawned with a gentle northwest wind. Nobody told us though, that it was to be accompanied with dense, very dense fog. Nobody suggested that the impenetrable fog would last three full days!

If anything about this trip is worthy of an award, it's probably that Barbara and I were stuck on our lovely little (little being the operative word) Stone Horse for five nights in a hostile port with nothing to do and we didn't kill each other, in fact we're still married!

For days we peered through the fog as other sailboats came and went, all of them bigger than us by at least ten feet and equipped with all the electronic goodies that money could buy. Sometimes for amusement we'd listen to security calls and the local whale watch boats on the radio as they tried to figure out just where they were in the fog. Most of the time we'd just read and listen to the fog horns and the sound of the fog dripping onto the deck from the spreaders.

We took turns ferrying each other to shore once or twice a day to get a cup of coffee and use the facilities. We longed for a shower, a nice restaurant meal, space to stretch out, dry clothes, a real flush toilet, a change of scenery. We thought about motoring across to Portsmouth, a mere six miles away, but the cruising guides warned about strong currents and tricky approaches even in good weather so we just sat in the fog, sure, but not too sure, that it would lift some day soon.

The real low point of this stay was when we tried to go ashore on Saturday. The plan was that I'd drop Barbara off to enjoy the coffee shop and use the facilities and after an hour we'd trade places. I thought I would blow a gasket when the officious little snippet on the dock told us that she couldn't allow anyone on the island on weekends! I spent the next few hours muttering and cursing and wishing damnation on Congregationalists, Unitarians, officious college students and everybody and anybody associated with that god-forsaken island.

The next morning dawned as foggy as the previous several, but after a while the fog seemed a little brighter. The radio said that it would burn off by noon. We made a decision that we would leave as soon as we could see the bell buoy at the entrance to

the harbor for 15 minutes. By about 10:30 the fog started to lift. After ten minutes of being able to see the buoy without it getting fogged in again we dropped our mooring and motored out of the harbor, around the White Island Light and set a course for Thatcher's Island. Another day without wind, but more importantly, no fog!

We tied up at a slip that night in Smith Cove. Got fuel, water, ice, emptied the bulging portapotty, showered, ate in a restaurant. Life was good again! When Barbara told the old guy at the fuel dock about our trip he opined that her husband was crazy: That boats just a daysailer," said he.

Next morning we sailed out of Gloucester Harbor in a rip roaring northwester, tore through the harbor at 6.5 knots. That wonderful wind lasted almost all the way to the breakwater at the entrance to the harbor and suddenly died, leaving us about 45 miles to go to Provincetown in a flat calm. Tried using the drifter at first, but when our speed dropped under 1.5 knots I realized we'd never get to P'town under sail. Down with the drifter and up with the Westerbeke topsail.

We probably traveled more like 55 miles because of the powerful currents in Massachusetts Bay. I wasn't aware how badly we were being set to the west until we went past gillnet or some other kind of fishing gear markers. No wonder the mainland to our west seemed to be getting closer even though we were working toward the east!

Later, after finding the Race Point buoy, we found ourselves being set way over to the east. For some time, I couldn't figure out what those little whitish marks alongshore were. I was steering a line of sight from the Race Point buoy to the Wood End Light. When it became clear that those little white things in the water were not some sort of private buoys, but people wading in knee-deep water, I decided it was time to double check our bearings.

Wood End was still dead ahead, but when I looked astern for the Race Point Bell, it wasn't there. After a few panicky seconds I found it, not at "six o'clock" where I expected it, but at about "four o'clock"! It seems we were traveling sideways almost as fast as we were traveling forward, which was about four knots. Anyway, we made it before dark, picked up a mooring and had a great time eating, drinking and enjoying the sights, human and otherwise.

We left P'town in a glassy calm next morning and steered straight for the smokestack in Sandwich (which turned out to be not such a good idea because we had to backtrack once we got across the bay in order to find the canal entrance). All the way across, the wind was nonexistent and the water was like glass.

When we got about three miles from the canal there was suddenly a steady 20-25 knot wind straight from the canal. The engine was working as hard as it could and we could only make a little over two knots through the water. I thought that once we got into the canal we would have a little bit of a lee.

That didn't turn out to be the case, the canal works like a wind tunnel! All the way through we had a five knot current with us

and that steady torrent of wind against us. *Fair Wind* lurched and pitched so much that she dug her bowsprit into just about every other wave. I watched grimly as the temperature gauge slowly rose and the knot meter suddenly fell each time we plowed into a series of standing waves.

Our speed through the water frequently fell to just a little more than one knot leaving me with little steering control over the waves and through the eddies. Barbara sat white-knuckled in the hatch way with her life jacket zipped up tight while I tried to keep a blasé look on my face as I contemplated our options if the engine died. (Head for the rocks and jump was my first choice).

The canal passage was about the most terrifying experience we've had together on a boat (except for maybe the sail we took the day before Hurricane Bob...but that's another story). The trip from Sandwich to Onset only took about an hour, thanks to the strong ebb currents but it's a trip I never want to take again in a small boat with a small, aging engine.

Safely moored in Onset, Barbara wanted to jump ship but after a couple stiff drinks and a good meal in a shoreside restaurant, I convinced her that the rest of the way out of the canal would be a piece of cake, catch the tail end of the ebb, early morning calm. It would be like a mill pond. Wroo-ong.

Next morning there was just enough of a southwest wind to set up standing waves in the Hog Island Channel. I steered

Barbara still loves our little boat.

in about eight feet of water as close to the breakwater as I dared to keep out of the worst of the current and waves and kept telling Barbara and myself that as soon as we got beyond the breakwater the waves would calm down. They didn't. Almost all of the way to Cleveland Ledge the chop kept getting worse and worse.

Finally Barbara insisted that we get the hell off the boat so, plunging and lurching, we set the sails and set a course for Mattapoisett. Shortly thereafter the wind and water moderated and we had a lovely early morning sail. As we were tacking out around Angelica Point we were greeted by the sight of another Stone Horse silhouetted against the sun as it gracefully reached toward Aucoot Cove.

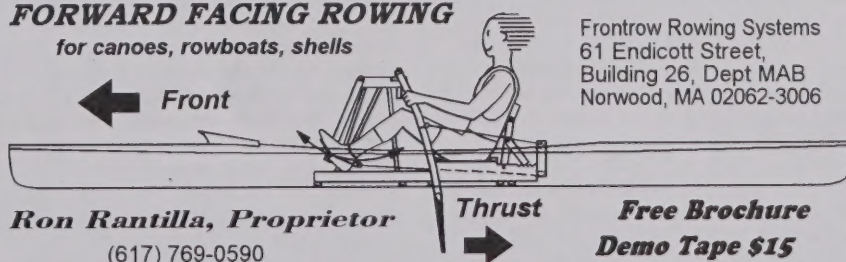
Once in Mattapoisett we got a cab to New Bedford and took a bus to Providence. The following weekend a friend helped me sail to Third Beach and finally home!

A couple of weeks later the transmission died: No forward gear. In spite of the time and expense it took to get it fixed, I was delighted that it happened when we didn't really need it. A chill ran up my spine when I thought about what could have happened if it had broken in the Cape Cod Canal.

So that's our story, our own cruise from hell in our Stone Horse. We're still married, still love each other and our little boat, and are looking forward to sedately exploring the nooks and crannies of Narragansett Bay this summer.



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Samuel Clyde Goes to the Wooden Boat Show

By Joseph Spaulding

This tale starts at the point when I realized that if I sailed away in retirement in the Cal 40 of my dreams, I would be going alone. My mate is not a rough water gal and had become more reticent in the last 37 years.

I got the idea that the country is full of great cruising territory that did not have to scare you to death. We live near the Erie Canal, the Rideau and Trent Severn Canals. I dreamed about the type of boat I felt I needed and came up with the description of something around 30' with 8' beam for highway travel, reasonably light, and shaped for easy loading and launching from a trailer. It should have a queen size bunk for me and mine and two other bunks for guests. It needed a head, modest galley and perhaps a shower.

I had owned a Thunderbird sailboat for 15 years which was built of 1/2" plywood and it was structurally sound and minimum of care except for bright work. Based on this experience, I decided that I would like to build a plywood and epoxy cruiser.

I contacted Phil Bolger by mail (the only way) and outlined my ideas. He replied that it sounded feasible and was probably a good idea. For a very modest fee, he agreed to make a concept sketch. About the same time, a friend let me use his brand new Carver 32 sport cruiser for a week to spectate at the Star North Americans in Ithaca. My middle son is an avid Star sailor. By means of this ruse, I beat down objections to another boat. I think I had 11 boats at that time.

My son and I met with Phil around the middle of November, 1988, and worked out some of the details such as full standing headroom, type of power, etc., another small check and another study plan. I liked it, resigned myself to thinking about it, and trying to line up a couple of retired carpenters to help me build this craft over a period of time. Like 5-8 years so that it would be ready when I went on the big cruise.

I haunted the Motor Boat Show in Syracuse and found several dealers who knew of tired glass boats with good Mercruiser 165 outdrives. I wanted the old standby Chevy block which most anyone could repair, including me. I finally located one that was just dandy for \$1,700. I started to look around for a spot to build a 32' boat.

The project was pushed to the back burner and I started to plot out what had to be done to the T-Bird to remain in top racing form. I had heard that a young man, Eric Sommers, was restoring the local 44' dinner boat, *Barbara Wiles*, at the Mid-

lakes Shop in Borodino, New York. I had stopped in and had given him a study plan of Phil's design. About the first of March '89 he arrived at my door and said the work on *Barbara* was finished and was I ready to start on the 32'?

After a quick note to Phil, he agreed to get the working drawings out in four weeks and I started looking for a barn. Fortunately, Dr. Walter Sullivan, our Superintendent of Schools, had a tired barn and for the small fee of paying his electric bill for the tenure of the project, agreed to let us use it for the duration.

We lofted the bulkheads on a rainy night in March at our church where we could push several banquet tables together. The plywood was bought, work started, and moved right along. Eric really knew his business and a great shape was evolving in his hands. I plastered a lot of seams with West and hi density filler. Most of the plywood was precoated inside and out with three coats of West before we cut out the sheets.

By Memorial Day the bottom and topsides were finished, painted and the hull was ready to roll over. Lots of rigging, block and tackle and two hold back lines. We tugged and huffed and just a few groans emitted from the barn floor. Then we discovered some 4" deck screws toenailed from strongback to floor. When these were removed it was a piece o'cake and took about two minutes for the whole process. The strongback was removed and work proceeded. By Labor Day the hull was in good shape and windows about to be installed.

Someone in Maine made Eric an offer he couldn't refuse and off he went. The helpers I had provided for him carried on at a considerably slower pace. The trailer was under construction about 3 months late. The barn owner's wife had had it for sharing the barn and yard with my boat builders.

Finally, in mid-November we helped the trailer guy finish the trailer and the big swing was in order. The boat was built lengthwise in the barn but had to be rotated 90 degrees to go out the door. My scale model worked fine and I felt two moves would do it fine. I assembled my crew and rollers and had at it. I lifted the whole boat from one point with a mean ol' oak 2x8 and an apple log; not a groan...the boat was 100% rigid. Two moves and the beast was peeking out the door. The trailer and boat came together the next day.

The trailer was a design of mine and Dick Hood's at the Welding Shop. There

are 25 small wheel barrow tires which support the boat. They have stainless axles and grease fittings. The boat rolls on and off with ease and loading or unloading is really a one man job.

The final finishing dragged on for two more years and *Samuel Clyde* was launched in August, 1991, amongst great fanfare and beer. The beer ran out and the principals retired to have a nice dinner.

Along the way a problem developed regarding two 24" doors swinging in 24" of space. I thought they would have to be bi-folds. I asked Phil for suggestions. He said forget it, use curtains. "In a boat this size you don't want to go cruising with anyone who needs doors on the head."

My carpenter friend Scoop Baker measured and decided no problem. It should work. The doors were made and they looked great but didn't work. Finally, we hit on the idea of welding two hinges together to make a double hinge that would allow one door to get out of the way of the other one. It works great but Betsy, my friend's wife, can't seem to get it. She is a grant writer for an educational institution and I have challenged her to write an owner's manual for the head door.

We had the keel blessed by Father Ed Putman and he gave me a St. James medal to install. We had it in a little bag nailed to the keel, but when launch time approached no St. James. Eric got a new St. James and I made a little case and he rides along in the front of the pilot house.

There are a lot of anecdotes that went along with this project. Many exasperating, many rewarding. It seems that many things you worry and plan about turn out to be a piece of cake and others you did not foresee are a pain.

For our first cruise in July, 1992, we loaded up the *Samuel Clyde* and headed off to the Bay of Quinte for four days. Several troubles, with our 1979 Dodge pickup slowed our trip but we got there, launched at Picton, Ontario, a great ramp and set up. We went up to Belleville, Trenton, Ontario and back to Picton. A real good trip. A good time was had with good dinners along the way and no Coast Guard user fee of \$50.00.

After some small improvements for 1993, we went up the Rideau Canal and stayed at the Opinicon Lodge for three nights. Great place, I recommend it to anyone for a trip back to the 20's with great meals, cruising, fishing for an extremely reasonable price. Three nights, three dinners, three picnic baskets, three breakfasts. The total bill in "U.S." was \$257 for two -- Wow!

The *Samuel Clyde* performed to perfection, particularly stingy on fuel. We carry 36 gallons and had not needed any fuel on the Picton or Rideau trips. We just fill up at the most economical truck stop as we approach the launching destination.

The big learning experience for me was to drive boat and trailer without crashing into parked cars with the back end of the trailer. The trailer is about 36' long with three axles, and the back of trailer moves south when front goes north, or the inside wheels follow inside the Suburban wheels when you do a moderate turn.

So far I have bashed one fender, one front bumper, and made off with a front license plate. In 1994 I have traveled more and maybe broken the code. I have not had a good bash.

Around Christmas 1993, Mayo Snyder and I were discussing our cruise for 1994. We hit on the idea of going to the WoodenBoat Show with the boat. We decided to do it and I shopped for a suburban to replace my caravan as I felt we could not count on a 1979 dodge pickup to get to Maine without troubles. Mayo secured docking for us at North East Harbor and he was sure the ramp would service us well.

So on July 27th we took off for Maine, Betsy, Sue, Mayo and me. With the suburban there was plenty of room for all of us and gear. We went across the New York Thruway at 60 mph. We saw several folks we knew along the way. They would pull along side and wave, etc. You sure can't sneak out of town with a 32' boat hooked on and not be noticed. We stopped for gas about every 250 miles and made it to Portland at the Super "8" for dinner. They have a large lot adjoining that accommodates 18 wheelers and our 10 wheeler.

The next morning we headed up I95 to Bangor and down to North East Harbor thru Ellsworth. There is a great truck stop just south of Bangor that isn't fazed by large RVs and boat and trailers. We arrived about 2:30 p.m. and got launched and tied up in our slip by 4:30. p.m. Finding a spot for the trailer was a little tricky but the adjoining boat yard took care of us. We fixed dinner on the boat and turned in for a good night's sleep.

The next day was super foggy and we took the launch to the Boat Show at South West Harbor. The sun burned through just as we got off the launch. A great day was had at the show and I spent too much on some nifty tools, particularly a Swiss plane with replaceable blades. Really works and I never got the knack of sharpening my planes or chisels.

We met Eric Sommers once again at the Hinckley Yard. He is now involved with vacuum molding all of the fiberglass components for Hinckley yachts. A very revealing tour which we enjoyed very much, especially the ride back to North East on board Hinckley's new jet picnic boat (Dasher) piloted by the Chairman of Hinckley, Mr. Shep McKenny.

Saturday morning we went up Somes Sound and saw the sights. Much like the southern end of the Finger Lakes. In the afternoon we took the tour to Baker's Island. We didn't have a dinghy. Next time we will have one. We saw a few seals at Bunker's Ledge.

On Sunday morning Eric, his wife, Lisa and daughter, Madison, came down. Eric was very pleased with the craft. He lived on Cranberry Island for two years and commuted as necessary and was very conversant as to the rocks around Bunker's Ledge and we were almost able to shake hands with the seals sleeping on the rocks at 2/3 low tide.

We returned to dock and Eric took Maddy home for her nap. We cruised around to 1/2 way to Bar Harbor and were very pleased with the way *Samuel Clyde* handled the breeze and big swells of the Bay of Maine.

We drove up to Eric's house and had lobster and blueberry pie. The blueberries were just coming on. Such a treat.

Monday we worked our way around to the Wooden Boat School, stopping in Bucks Harbor for fuel. Many of the boats at the show were making their way towards Camden and were very handsome. We ended up in Castine for the night at the town dock. This is a great village and we enjoyed our stay.

Tuesday we went down the west side of Deer Island and arrived at Stonington at noon. We were to meet my son's inlaws for dinner. They have recently retired from SUNY and are building a timber frame house. We stayed at Billings and that is a marvelous yard. We saw a lot of working lobster boats and a beautiful restored yacht, *Principia*.

On Wednesday we hoped to give Paul and Sue a ride to North East and Mayo and Betsy would drive Paul's car over. As it turned out the fog was so heavy most lobstermen stayed in and we ended up driving over to bring the trailer back to Stonington.

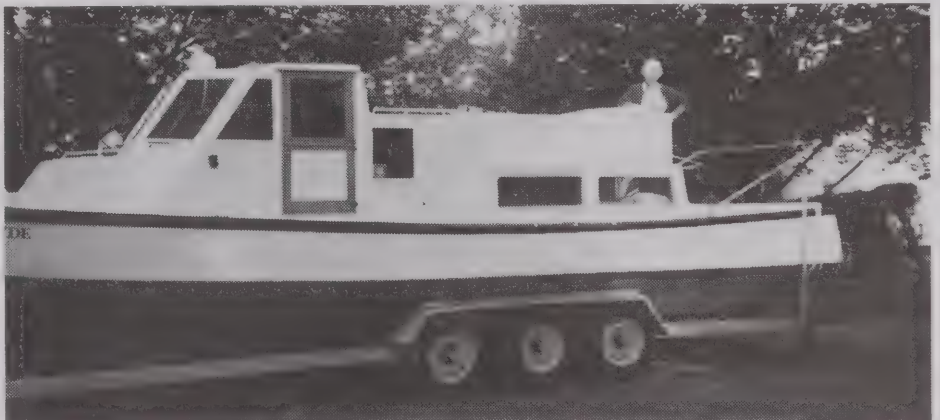
Loaded up for the road. At rest in Northeast Harbor.

On Thursday morning we loaded up at the fish factory ramp and discovered that if the ramp isn't square and flat it is almost impossible to get the boat on the trailer properly. This ramp is a natural rock slope with some of the irregularities filled with black top. About the time we got loaded up, the bookkeeper hung out a sign that read, "Ramp Use \$5". She said the old sign fell down a couple of weeks back when she was on vacation (until the day we needed a ramp). We watched a gull try and manage to fly away gripping a dead rat by the tail. I think he made it.

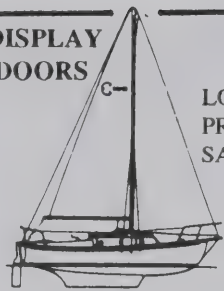
The roads on Deer Island were a challenge for a rig like mine. We fetched up at Wells State Park at Sturbridge, MA for \$6/night. They have a great large parking lot which is just perfect for parking a large boat and trailer. We left the boat there and went to a party at my son's house in Connecticut. We picked up the boat Sunday at noon and came back to Skaneateles.

In summary the boat worked as well as I dreamed it would. We need some privacy curtains on the window in aft cabin and an extra tank for the porta-potty. I need to build some type of nesting dinghy that could live on the top of the cabin. Our trip would have been more fun if we had had a boat to row around the harbors, or to go ashore at interesting places.

A feeling of contentment is settling in and I feel that the whole concept is okay and will work out. My mate is getting good with GPS and Loran. If we had a little more confidence we would have charged out into the fog. But there are a lot of islands and rocks between Stonington and North East so I guess caution was the wise choice.



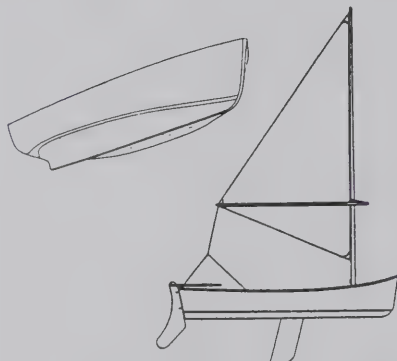
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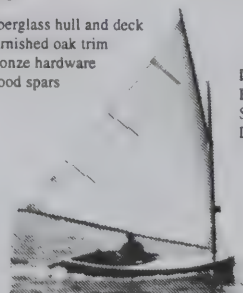
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The Storm of the Century: It was the morning of Friday March 12th. When I called my dad the day before, after we had rolled into Faro Blanco, he had mentioned some big storm which was supposed to be coming our way. This was weird since I figured if there was any big storm coming our way I would probably be telling him about it.

By Thursday evening NOAA had finally discovered the storm of the century and was telling everybody to get ready. It was already quite breezy Friday morning as I sailed over to a harbor partially protected by Rachel Key, which is on the bay side of Marathon. The harbor is something under a half mile wide and fairly shallow. I figured Rachel Key and the bar connecting it with the mainland would give me good protection from the NW wind which was supposed to come up late Friday night and hang around for most of Saturday.

I took my time choosing where to anchor and preparing the ground tackle. I was fairly confident that with the Danforth attached in series to the foot of the 25 pound Fisherman I also carried, *Raskur* and I wouldn't be going anywhere (so long as the knots held).

In the afternoon I laboriously sculled against the wind to the Reef Club, which is at Southeastern corner of the harbor, in order to let my parents know that everything was fine and that I had things battened down. After thanking the generous manager for letting me use his phone I was blown back to *Raskur* and read for the rest of the day.

I never really went to sleep that night because they were all hopped up on the radio about the impending weather. The 0300 bulletin stated excitedly that a narrow band of extremely severe thunderstorms would be with me presently, that I could expect strong gusts of fifty or even sixty miles an hour in addition to the usual promises of death by electrocution or hail or whatever and that it was time to head for my cellar.

I turned it off after that one (it was only going to attract lightning) and crawled out into the cockpit in my foul weather gear. I didn't need NOAA to tell me I was in for it because there was at least a 30 knot wind howling straight toward the most dark and fearsome band of clouds I had ever seen, constantly illuminated by what seemed to be a battalion of papparazzis. It was an incredible feeling watching that storm bear down on *Raskur* and me.

Just before the storm hit, the southeast wind died away and left us in a calm for a couple of seconds before a wind came screaming out of the west and slammed into *Raskur's* side, making her heel far over on her port side though only her bare poles were exposed. I lunged for the tiller, unlashed it, and did my best to keep her headed into the wind for the next hour or so. Rain and spray were one element and I spat out mouthfuls of salt.

It seemed inconceivable that the lightning which was flashing at every moment could not strike *Raskur's* masts, the only ones in the harbor. As I sat in the cockpit, steering into the wind because there was nothing else to do, I hoped that I was lucky and that Poseidon had enjoyed the beer I had sacrificed to him in the

Pete & Raskur's Maiden Voyage

By Peter Johansen

Conclusion

afternoon. This storm was going to get somebody (well over a hundred somebodies as it turned out) and all it would take was a little bad luck and it would be me.

By five o'clock that morning there were only scattered flashes of lightning and the rain had tapered off, though the breeze was still fresh. I took a nap for few hours after dawn and then spent most of the rest of the day reading in the cabin and being buffeted about. The wind gradually increased over the course of the day to more than fifty knots in the early afternoon.

At three o'clock I decided to put on my damp foul weather gear and a life jacket and sit in the cockpit. I wanted to be there when whatever it was going to be busted or let go. It was really uncomfortable outside the cabin. I couldn't open my eyes for more than a second at a time because the wind sent sheets of spray back to me after every wave *Raskur* thumped her bows into. Rachel Key offered much less protection than I had expected.

The water was a sandy colored substance which roiled and seethed as if it wanted to suck us into itself. It seemed impossible that the sun could shine so brightly with such a wind howling. By four in the afternoon, as some fool in a forty foot stinkpot lumbered by, I was hoping that the omnipotent wind would begin to release its hold on our part of the world by 6pm as was predicted.

I felt both relief and anguish when I saw the vessel turn towards me. I was definitely interested in riding the rest of the storm out in a bar (though I didn't wish to abandon *Raskur*) but I didn't want some big (and probably well deserved) lecture about what an idiot I was for being in such a relatively exposed area. I certainly didn't want to pay for a tow.

What turned out to be Sunspot Towing motored up to within ten yards of us. Neither of us could hear a word of what the other shouted at the top of his lungs. I ended up tying the bright red line they threw us around the mainmast and they dragged me forward as best they could so that I could haul up the anchors, which were deeply embedded in the sandy bottom.

I didn't want to seem ungrateful or proud, and I wasn't even entirely sure of my situation until I discovered how well the anchors were holding. But when they opened the throttle all the way out as soon as I had hoisted the Danforth aboard it became clear that I probably should have just stayed put. I scrambled back and managed to unlash the tiller in time to prevent them from dragging *Raskur* over on her side. I pleaded for restraint and they slowed down a bit.

Next *Raskur's* bow dug straight into a wave and she started to plow under until the skipper eased off again. Finally, *Raskur* got shoved sideways by a wave just as the tow rope came taught and she began to go over. I was giving some serious thought to climbing over the side

while I continued to steer for the sake of not leaving any stone unturned in the apparently futile attempt to keep her from capsizing. I don't know how she did it but somehow she got her feet again and managed to return to the upright. I was pretty exercised by this point and somehow managed to convince my rescuers to keep their beast down to a dull roar until we made it into a little nook carved out of Vaca Key. Mercifully, (and justly I might add) I was not charged for the service.

At some point during the ordeal the tender became separated from the rest of us, which was unfortunate. I figured I would wait until the next day before attempting to make it ashore to call mom and dad. The next morning, as I rubbed the sleep from my eyes, I was flabbergasted to hear my name being called. Three men in a boat were requesting that I come ashore with them to call my dad who had been trying to reach me all morning at the motel. This came as a great surprise since I didn't really know where I was and had told my parents that I was going to be riding the storm out someplace completely different.

Unbeknownst to me, while I had been lounging about reading the day before, my uncle Harry in Stuart had warned both the Coast Guard and my parents that I might be in need of rescuing and to keep an eye out for me. Sunspot Towing had reported towing me to the Coast Guard and the Coast Guard had generously taken the time to call my Uncle Harry with news of my rescue. So everyone was immensely relieved to hear I had been saved for about five minutes until they realized I hadn't called, and wondered why.

After much calling around they found out where I was even before I knew, though it was not until he actually heard me on the other end of the line that my dad was able to be sure I was in one piece. My mother, who knows me all too well, claims to have suspected all along that I was okay and would have some stupid excuse to explain myself.

So my total losses for the storm of the century were: A paddle for the tender (I found the tender the next day two feet up in the mangroves full of water), half of a fishing rod, and a few years off the lives of my relatives. My gains were a whole bunch of new acquaintances at the Reef Club who showered, shaved and fed me. Apparently, a lot of the residents had been watching me Saturday and would have attempted a rescue had something gone wrong with us. It was totally weird to find out that that so many people had been keeping an eye on me.

The Last Days: As the weather remained unsettled, I stayed an extra day at the Reef Club, was fed again, and told tales of my amazing adventures once more before *Raskur* and I continued on our journey back to Blackwater Sound. I had only a week left before my flight back north. We made it to Long Key the next day which we had blown by on the way down, and, except for the fact that we got caught about a half mile from our anchorage by an afternoon thunderstorm, it was a good run. I had had my fill of lightning for the trip by this point and felt it was pressing my luck to be out in any more.

We made Tavernier the next day without even thinking about it, even though the winds were light. Again an afternoon

thunderstorm passed nearby. The weather was shifting over from the winter pattern to the summer, when an afternoon thunderstorm occurs nearly every day due to heat generated by the Everglades. I was not so bummed to be leaving a place with a daily thunderstorm. Those last few days I found Thoreau was right on the money: "If a man is alive there is always danger that he may die."

When I got to the Upper Keys Sailing Club they were planning for the weekend race and I was invited to crew on one of the boats. It was a real experience: My first race, my first time on a "yacht", my first time outside the reef. The rest of the crew had all sailed with each other a lot and had the racing routine more or less down pat.

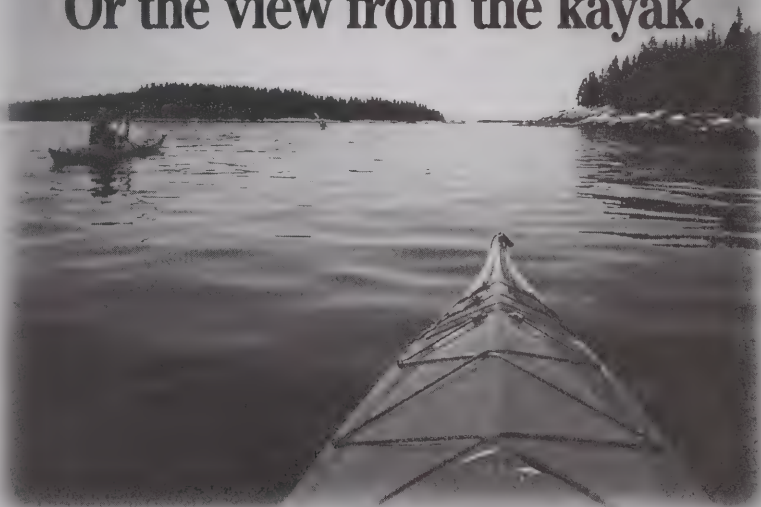
I didn't expect in the least to enjoy the competitive aspect of the race, but

ended up really digging it by the end. The assessing of different skippers' strategies by my compadres was especially enjoyable. The race ended up being cut short, much to the disgruntlement of our crew, apparently because of no wind. Despite the hearty disapproval voiced onboard and somewhat less vehemently on shore, after several free beers from the "free beer for racers" keg, most of the ruffled feathers had been smoothed back into place.

The last two days I spent exploring areas near Blackwater Sound which I had wondered about during the two weeks I had spent at Rowell's staring at the same chart day after day hoping that the next would bring me a serviceable engine. The day before my flight was to leave, Charlie Rowell helped me haul *Raskur* up on the beach, our maiden voyage was over.

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I recently returned from the 1995 East Coast Canoe and Kayak Symposium. Steve Hutton of the South Carolina Recreation and Park Association had asked me to speak at the Symposium about the advantages of building your own wood strip canoe. This was the first year they had included canoes as well as kayaks. But just barely. There were hundreds of plastic and fiberglass kayaks on display, and a small assortment at fiberglass canoes.

Phil Greene of Wood Song Canoes was there with two canoes and an assortment of his beautiful paddles. I had a Wee Lassie, and a Peterborough type tandem canoe with me. That was it for wooden canoes. People did pick up about fifty Wooden Canoe Heritage Association pam-

Canoes Join the Kayaks

By Mac McCarthy

phlets, as well as all the catalogs for Wooden Boat School that I had with me.

Charlie Reeves of Caretta Kayaks was there with five of his beautiful wood strip kayaks. Chris Kulczycki of Chesapeake Light Craft displayed several of his boats and gave two talks about kayak design and building. George Ellis gave a demonstration on building a narrow quill type paddle.

I was disappointed with the size of the non-crowd. The weather was great, the site was a good one for a show, but the people

didn't come. I felt that the entry fee was pretty steep, I believe over fifteen dollars a day to get in. There were no casual lookers.

Everyone who did come in was getting their money's worth trying out every kayak they possible could squeeze into. The talks got reasonably good attendance, but I think there were almost as many exhibitors as there were attendees. Evidently if you make the show free it is a total mob scene, but if you charge too much to get in, people just don't come. Live and learn. Next year maybe they will hit a happy medium.

At any rate we showed people that wood was still gorgeous, that there is more to life than fiberglass and plastic.

Fishing By Kayak

By David Berman

The sea kayaking fisherman is at great advantage over his motor boating counterpart, the yupified sportsman and, to some extent, older veteran fishermen? This may not seem overtly apparent; it may actually sound absurd. However, like most sophisticated philosophical diatribes, still water runs deep.

Consider the very act of fishing, or shall we call it "catching". Fishing and catching are two distinctly different actions. One designates a possible unfulfilled desire. The other a cold hearted truth. The kayaker is a catcher.

The fish in our tropical waters have developed a gene that allows them to discern a motorboat trailing beer tainted bait gamished with a barbed hook through the eye. However, the exact same wide and glossy eyed dead pilchard on a hook trailed by a kayak is indiscernible from the real thing. The gene that took years to develop from mutated but living sea life has not been developed as related to kayak fishermen, or even better, catchermen. To the kayak fisherman, every cast is a catch. Ask anyone who's ever fished from one if you think I'm making this up.

Now, consider the gear required. Gasoline, oil, battery acid, grease, cables, winch - yuk. All working together in perfect harmony to make lots of noise and smoke; a very attractive combination when stalking game. Bucket, bait well, fish well & live well, dead well, oh hell, whoops there goes another manatee.

The noble sea kayaker, an individual with character and sometimes even cour-

age, fishes in a reclining position with no need for the above mentioned accessories. Since hits on his rig are imminent and frequent, he has only to choose one of the 3 or 4 lures he has neatly tucked into his Band-Aid box sized tackle box.

Large game, bottom and flats fish can be boated with little danger to the kayaker, who uses his body balance unconsciously in the same way as the cyclist balances on a bicycle. The fish are boated and put in a flexible cooler, or more often, released. If the kayaker catches a large hog snapper, for example, with intentions of having hog snapper for dinner, he boats the fish, then releases it. "Preposterous" remarks the motor fisher person. Why doesn't he take his catch home and eat it as he planned? The answer is simple.

The motor fisher person has spent a minimum of the average American's yearly wage on his craft. And that's not including his fuel costs, which are about twice the cost of his automobile fuel costs. His automobile, of course, must be equipped with a motor, hardware and electricity to transport the floating money pit to the marina.

The kayaker in comparison has hardly any financial investment in his craft and automobile, and thus can afford to purchase cleaned and filleted fish at the fresh fish buying place, with tons of money left over. In this manner he can also afford to take more time off and fish more, and so on. Kayaker's families also benefit from this tremendous cash watershed, and have been found to be happier, and marriages far more stable and long lasting.

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Rain. The reason the Oregon coast is so beautiful, followed our two car convoy ninety miles up the storm swept highway to the World's Smallest Harbor in Depoe Bay. As we passed the sign that says, "Entering Depoe Bay", one half mile from town, the sun burst through the clouds and the ocean lay flat and calm as though a storm was nowhere near. Amazingly, we had lovely, warm weather for the show for the next three days.

It was the 29th of April and we were anxious to be set up for the two day show. But all the friends from last year came out to greet our arrival, all full of fun and great noise so setting up our boats for display took a long while as the questions and visiting kept coming fast and furious. "The Texas Fishing Scooter" in particular, built by my partner and brother-in-law Lloyd Weaver, raised many questions.

Along with the new exhibitors, most of last year's exhibitors had come back with their wooden boats and projects. One notable, Mr. Russel Lindblom, of McMinnville, Oregon, an oarmaker who I missed mentioning last year, was already shaving a spruce oar. The original set he carved sat unused for years as people came from all over to order "Lindy's Feathers". His oars are a labor of love and qualify as artwork. Lindy's grandson Marshall Cosgrove is studying the art under Lindy's tutelage.

Jack Erlich of Portland built a twenties style radio into his lovely, *Gondola* to fit into the dash of the cockpit. Works great too.

Richard Mitsch was firing up the old Clinton, "on the second pull", again in his powered dory. Of course, the musical old motor was starting mostly on the first pull just to spite Richard.

Ray Heater's River Dories' new modified dory made a hit with the furniture quality finish Ray had given it.

William Atkin fans were thrilled to find a sharpie ketch of 17' displayed by Rick Johnson of River City Boat Works in Newport, 15 miles south of Depoe Bay. This boat is a "Jasper" from the board of Wm. Atkin and Rick says its performance is classic Atkin, quick and fast.

Fans of Ken Swan's designs were able to talk to "The Man" himself as he had brought a "Little Gem" with a 4hp outboard which he says pushes the lovely skiff at hull speed. Ken is a fun guy but you must listen close or miss the sharp wit he quietly spreads around. Ken holds forth in Hubbard, Oregon. One example of his "Chica", built by Dick Wormsbecher of Wasougal, Washington, had everyone's attention with its red hull and varnished interior. The little 2-1/2hp outboard sat proudly on the transom and Dick claimed a 6-9 mph. speed with the tiny outboard.

Lovers of classic runabouts enjoyed a restoration that was mind boggling. Dave Jerome's shop in Portland had restored a 17' Chris Craft Deluxe for Harry and Molly Chapman, also of Portland. The original engine is a Hercules, 95 hp. 6 cyl. This beauty was built in 1946, but the factory could never have finished the boat's woodwork to the quality it now has. The finish was deep enough to 'swim in and the sun reflected as though from a mirror.

Rivers West Small Craft Center of Oaks Park in Portland was represented by

The Second Annual Depoe Bay Wooden Boat Show

By Rags Ragsdale.

my friend Bob Young and Tom Carter who, anticipating bad weather, didn't bring an example of the boatbuilding from the wooden boat school there.

My son Todd spent both days getting his exercise and demonstrating our Plaid Kayak and our little 10' plywood folding kayak, the plans for which I was able to buy way back in 1960 from the designer, Mr. Romanek of South San Francisco, California. This man told me when I met him two years later at the Oakland boat show, that I was the first customer he sold those plans to. I still have them after 35 years.

In our haste to get going we left life jackets behind. Lars Robison and Jim Tate of Dockside Charters very generously loaned Todd two life jackets. They were busy with charters and whale watching trips all the time, but their consideration and kindness kept Todd from violating the PFD requirements. The Coast Guard station is next door to the outdoor boatshow, but unhappily is slated for closure. Lars is restoring a runabout too and is ready to finish the bottom to the chine. He says, "maybe next year, if I can get a little time free".

The beautiful old charter boat, *Kingfisher* took the exhibitors out for an hour of whale watching at the end of the day. A fantastic finale to a fine day. I'm sure my Dad chartered on this boat in 1939. I don't want to hear about wooden boats not being durable.

Lloyd Weaver's, "Fish Scooter", kept him busy explaining and describing its construction and use. No one believed it was originally designed by offshore fishermen along the Gulf of Mexico in Texas. This little barge hadn't been launched at show time, but I will write a short description later on this boat. Lloyd has drawn plans.

A dockside machine shop called Imperial Marine exhibited and demonstrated a big, "one lugger" engine from the twenties. It used a straight iron bar to flip the flywheel for starting. It started very easily, but its hard to imagine the big engine mounted in a wood boat with all that iron vibrating that way. Jim Wahls, owner and Gary Walls, his employee, had a lot of fun slowing the old engine's rpm's down so you could count them.

Brad Lund, a young craftsman from Beaverton, Oregon, brought his totally restored 1951 Chris Craft Kit boat. This boat deserves the awards it has won. Flawlessly and meticulously brought to better than new condition, it has won the prestigious "Peoples' Choice Award" from the Antique and Classic Boat Society Inc. and the Woodmark Award, Marque Class in 1994. (Woodmark Hotel of Kirkland, Wa.) It's 25hp Johnson outboard of 1954 vin-

tage has been totally restored from inside out. Even the paint was duplicated as were the logos by computer graphics to exact duplication of shape, size and color. It brought tears for the memories it generated. The grin on Brad Lund's faces later had to be surgically removed, I understand.

Sam Johnson took a set of plans from Chappelle's book, *American Small Sailing Craft* and produced the real "antique" design of the show, *Agassiz*, a 12' standing lug rigged catboat. If there is a reason to keep on building wooden boats, this is it. The beautiful 19th century design is fully capable of use in the open ocean as was proven when Sam took a visitor out for a sail. Auxiliary power? A set of spruce oars. The lovely, burdensome craft, was the quiet beauty that people ran their hands over and touched in awe. Are you really gonna sell her, Sam?

The Depoe Bay Chamber of Commerce again went all out to show the best to the boat show crowd. Exhibitors were treated to a luncheon which royalty couldn't ask for better. The abounding hospitality and friendliness almost embarrassed us. We quickly overcame this reaction and allowed our appetites full rein. The Spouting Horn Restaurant's chef, Betty Taunton, proved her skill with a blueberry cobbler that was delicious. Phil Taunton of the Chamber of Commerce and Betty's son, is justly proud of his mom's cooking.

Our good friends from last year surely made the show the success it was. Lee Gabriel, the Chamber of Commerce manager; Evie Whitcock, all round, "go getter"; Wally Hall, harbormaster and ambassador; Darcy D., Ambrosia maker; Lars Robison and Jim Tate. We all thank you for your kindness and consideration. Builders of wooden boats, hear me. Next year, build a boat and bring it to Depoe Bay, you won't regret it.

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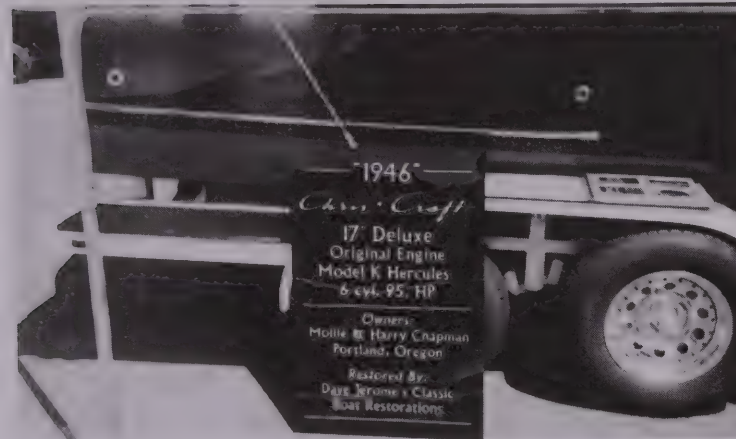
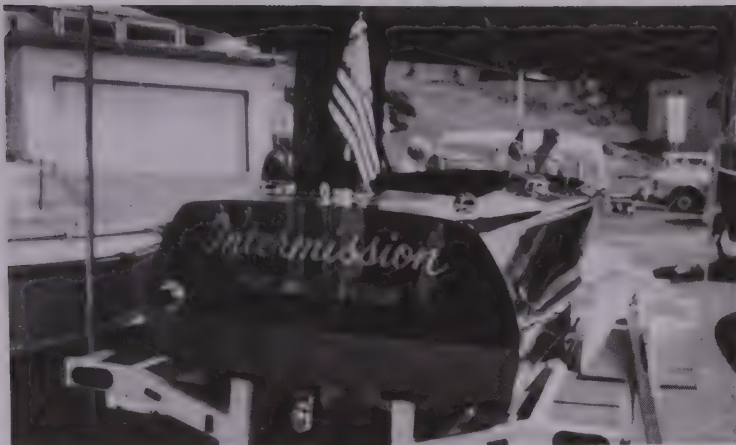
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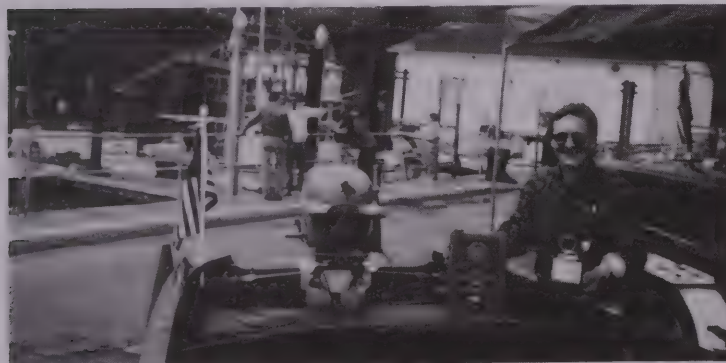
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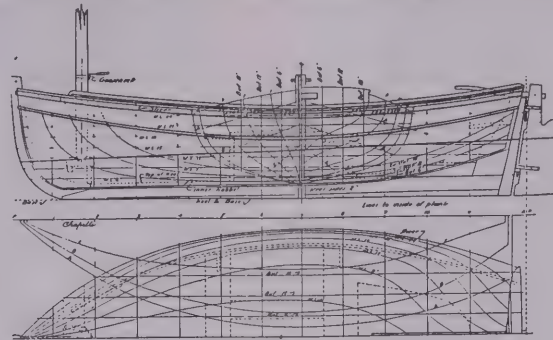
Above: The reflections on this 1946 Chris Craft '17' Deluxe are indicative of the flawless finish. Below and right: Brad Lund shows off his awards for his 1951 14' Chris Craft kit boat with its better than new 25hp Johnson outboard.



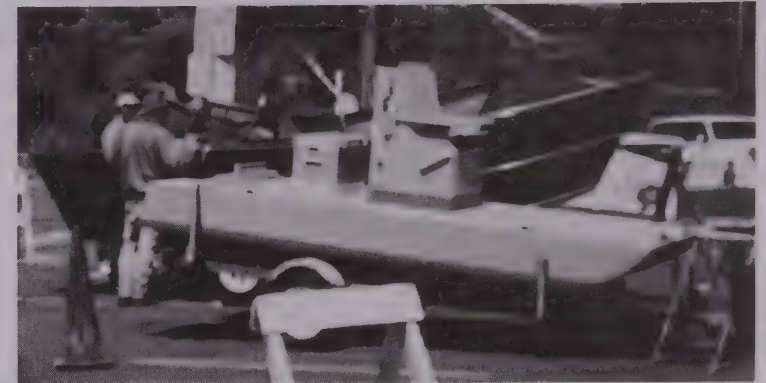
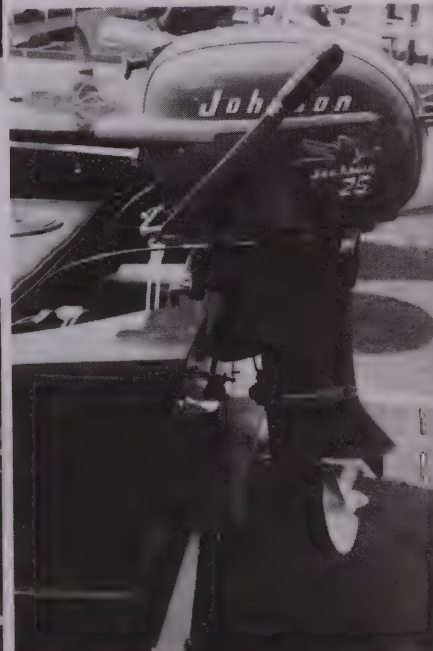
AGASSIZ NEWPORT FISH AND LOBSTER BOAT (PROVIDENCE RIVER BOAT)

Length: 12' 3" Beam: 5' 4" Depth Admidships: 2' 7 5/8" Sail Area: 70 sq. ft.

Agassiz is a copy of a small keel catboat used for commercial fishing in Narraganset Bay and nearby offshore waters in the mid-19th century. *Agassiz* is based on a boat built by Button Swan of Saunderstown, Rhode Island and now in the collection of Mystic Seaport Museum. The lines and building details are from Chapelle's *American Small Sailing Craft*. Stern sheel locker details and the decision to use a standing lugsail rig come from *Jig Saw*, a copy of a 13-foot 1850s Jersey Island fishing boat. *Agassiz* has red cedar planking, sawn oak frames, Douglas fir backbone, tansom and stem. Thwarts are Honduras mahogany. Mast and yard are Sitka spruce, oars are Port Orford cedar and thole pins are locust. The boat is named after Louis Agassiz, 19th century geologist, zoologist and marine biologist.



Below center right: Russell Lindblom at work on an oar on his bench. Right from top: Todd Ragsdale in the plaid kayak gets a docking assist from an R/C tug-boat which easily moved him around. The Texas Fish Scooter (foreground) and an Oregon dory, both yet to be launched. Samuel Johnson's boatshop is home for this Providence Riverboat replica (lines and info above). Rick Johnson's Atkins designed 17' "Jasper".



In 1979 I built *Featherwind* from Phil Bolger's first design book, *Small Boats*. I built the hull, but I gave it a lateen rig using a new, unused Sunfish-clone sail I bought for \$35. The mast was a tapered 2"x 4"; the yard and boom, 1-1/2" square pieces ripped from two by stock.

We took the boat to the Mystic Small Craft Workshop in June of that year. She elicited a lot of favorable comments from people who used her, including an exuberant "she accelerates like a Laser" from one guy.

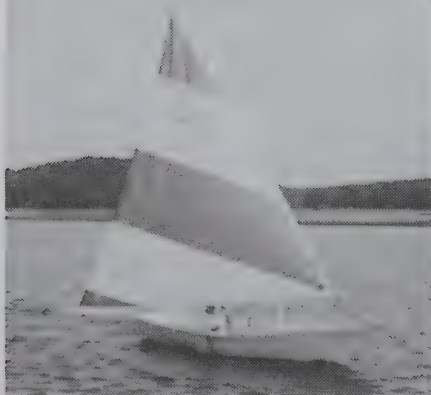
Later I sailed against Sunfish and found that she stayed right with them. Of course I was fat, dumb, happy, and dry while they were being soaked. Four adults daysailed nicely in her. I tried a borrowed Sunfish rig and found it no better than my homemade rig.

Carl Noe wrote in *Messing About in Boats* in 1993 that he had done the same thing and I got to thinking about building a tack-and-tape version aiming at minimum weight. I changed my tack, though, when shortly after I got questions from members of the local museum and library about how to get sailing at low cost. While I bought a new Sunfish in the box for \$300 in 1960, a new one today is over \$2000.

I set my goal as a good boat with the lowest possible materials cost that could be built quickly by persons with little woodworking experience. I simplified the *Featherwind* hull by eliminating decks, bulkheads, and the cambered thwart structure.

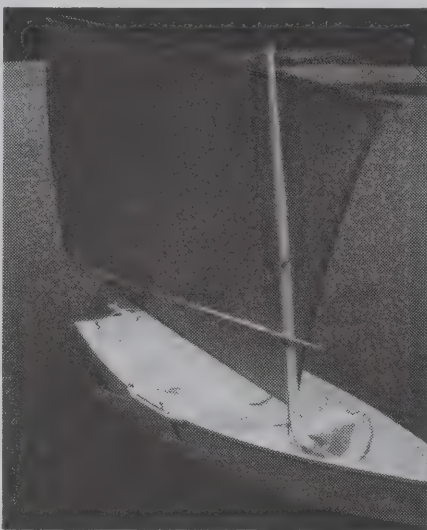
The hull structure is built around three frames, the transom and the stem. Chines

Sailing in '79 with borrowed Sunfish rig and in '94 in latest version.



The \$200 (Maybe \$150) Sailboat

By David Carnell



\$200 sailboat outfitted with polytarp sail, Michalak pivoting leeboard and rowing seat.

are external. The single pivoting leeboard is the most elegant of Jim Michalak's designs, but the plans will show a simpler version. The finished hull weighed 107lbs built of 1/4" B-C pine exterior plywood. I would have built of 1/4" A-C fir, but all the material available here had two very thin surface plies with a thick core. The B-C pine is heavier because it is a denser wood and is a fat 1/4" thick rather than the skinny 1/4" of the fir. Its core has far fewer voids showing up in cut edges, too.

The lumber list is four sheets of 1/4" plywood, half a sheet of 1/2" plywood (rudder, leeboard, and mast partner), 30 lineal feet of 1"x 3", and an 18' spruce 2"x 10" (spars, chines, gunwales, and oars). Two hundred #6x3/4" screws, a couple dozen longer screws, a 3/8" pivot bolt for the leeboard, a quart of epoxy resin, four yards of fiberglass tape, half a gallon of latex house paint, 100' of 1/4" nylon rope, oarlocks, and rudder fittings com-

Single-handed cartopping in '79.



plete the material list and the whole cost won't exceed \$200. I'll get to the sail later. There is \$35 in the oarlocks and rudder fittings. Use tholepins and you eliminate \$14. I have made some rudder fittings from bolts and stainless steel sheet scrap, but don't have the optimum design yet.

To capture the wind's power you need a sail. I had another one of those 1979 \$35 sails on hand and any used Sunfish-type lateen sail will do.

If you have a Sunfish and would like to sail with a dry bottom you can just drop the whole rig into this hull. You can sew up a lateen sail from a blue polytarp as Jim Michalak has described in this magazine, use hot melt glue instead of sewing, or go with duct tape as Ryerson Clark wrote.

I went one step further in simplicity and rigged an 8'x 10' uncut polytarp as a lugsail. I had to shift the mast aft to balance, but it was an effective sail. I am about to try an alternative with the long dimension vertical; I think this might be better if only from being a taller rig.

The 7' oars are made from 6' pieces of 1-1/2" by 1-1/2" stock rounded, tapered, with blades of 1/4" plywood epoxied into slots at the ends. The "leathers" are double wraps of polyester doubleknit stretch material saturated with epoxy resin. I leave the grips a full 2" round for easier gripping by my arthritic hands. These oars look good, perform very well, and could hardly be easier to make. The rowing seat is an upside-down wooden box; a small cooler might double as the rowing seat.

The 16' pieces for the side planks and the one-piece bottom planking are made by the "invisible butt joint" fiberglass tape and resin joint that "Dynamite" Payson and I invented and publicized independently. Recently we found that a Brit, Jack Chippendale, did it earlier, but did not advertise.

Right after WW II, marine supply and hardware stores had unpainted 8' pram dinghies for sale. I think an enterprising boatbuilder could turn out a half dozen of these sailboats a week as unpainted hulls with semi-finished spars, leeboards, and rudders by using patterns and cutting pieces in lots. This could allow a sale price in the \$300-400 range.

After a little more rig tuning I am going to prepare plans and complete building directions for the novice builder.

David Carnell, 322 Pages Creek Dr., Wilmington, NC 28405-7850.

A couple years ago, I found myself here in Pensacola and looking at boats. Unfortunately, my wallet didn't bear much looking. Enter "Common Sense Designs" and Phil Bolger. Thus was I introduced to the joy of building simple plywood boats. Certainly there are a number of sharp looking boats within the amateur builder's reach, but at the time I had minimal wood-working experience and was short on tools; a Bolger Brick looked like a fun and realistic first time project.

As a warm up, I decided to first build a Bolger Shoebox. Two sheets of plywood and a few dozen hours work sounded like a good way to cut my teeth. Building went smoothly, no problems except for finding ways to substitute for the second and third sets of hands required but not supplied.

When launching day arrived in April, 1993, a number of my friends headed to the beach to await my arrival with the Shoebox. I loaded the Shoebox in the station wagon, driven by my wife who had gotten her driver's license just four days before. I drove ahead of her in our other car as we headed down Route 98 toward Perdido Bay.

A few miles down the road, I looked in my mirror and noticed that her car was trailing smoke. She followed when I pulled off the road, I lifted the hood and saw flames low down on her engine (actually, the car's engine, not her's). She and my daughter got out of the car and went to a nearby house to call the local fire department. Fortunately the beer was in my car, so I leisurely sipped a cold one and watched my car and boat go up in flames. Concerned about a gas tank explosion, I could only watch until the fire department arrived.

Several lessons can be gleaned from this;

1. Always carry a fire extinguisher.
2. Ensure the beer is safe in case rule 1 is ignored.
3. Gas tanks don't explode (except in movies); the "explosions" are the tires blowing up due to heat.
4. Have your wife grab her purse on the way out.
5. Never say unkind things about the quality of plywood available or the %*&% glue that cured too quickly; the small boat demons WILL get you.

The fire chief explained rule #3. Unless the tank is ruptured or leaking, it just doesn't happen. He'd seen hundreds of vehicle fires and not one tank exploded. Had I known that, I could have saved the Shoebox. And my wife's purse. And driver's license. And Green Card. And I.D. You don't want to know what a pain in the posterior it is convincing INS that a Green Card was destroyed in a vehicle fire. Replacing it was even more fun. But I digress.

The Brick was started in January '95, with three sheets of ply I'd had since July '94. I can't find AC anywhere, so I used BC and crossed fingers. My brother Ken, on his way to and from Alaska, and my friend Alan and I got her cut up and glued together in a couple weeks. Much of that time was spent waiting for epoxy to cure, the low temperatures slowed things down a bit.

We added seats made from 1"x 2" pieces of what appears to be mahogany or lauan. These we cut from a pallet given to

The Finely Fitted Brick

By Ed Magowan



Brick on the beach. Note the leeboard "trunk" and kicked up rudder. The gaff was later shortened and its forward end lowered a few inches. The boom is PVC.

us at the local Home Depot. They had stacks of pallets in the back and were giving them away. I almost passed out when I spotted two made of mahogany. (Most likely not mahogany, but some similar wood. What the heck, it looks and acts like a duck, so for lack of a better name....).

The lower part of the two-piece mast is laminated from two 1"x 3"s side by side with a 1"x 2" laminated aft. The upper section is laminated 1"x 2"s against two side by side and one aft. Plans call for a mast of somewhat smaller thickness, tapering to 3/4". I just didn't feel comfortable with something that whippy. The two sections overlap about two and a half feet and are held together by three bolts and wingnuts.

We spared no expense for the sail, using only the finest quality blue poly tarp. For the luff and foot, we used the factory edges, installing additional grommets. Corners are reinforced with equally exotic duct tape. We found that the duct tape stuck to the tarp just fine after wiping the area of interest with rubbing alcohol. Our only problem was my cats, the tarp/sail spread in the yard was irresistible, a new plaything. Idiots. The leach was trimmed, folded over a leach line and duct taped.

Incidentally, the leach line tension has a surprisingly great effect on sail performance. I hadn't really expected much from a \$12 sail. The more or less gaff rig is just because we wanted to. We ended up with about 63sf of sail, slightly more than plan size.

Our only problems were in our techniques. Our first leeboard attempt failed miserably. We laminated the two pieces of 1/4 inch ply, but either didn't weight it well enough or removed the weight before it had really cured well. It separated at it's

upper end. To correct it, we cut off the still good lower end, got a piece of 1/2 inch ply and butt joined it with epoxy and fiberglass cloth ala Dynamite Payson's technique. Works terrific.

We really veered from the plans in our rudder. While we kept the original rudder shape, the mounting is quite different. We wanted to be able to sail into skinny water; lifting the leeboard seemed no problem, but we wanted a beefy kick-up rudder.

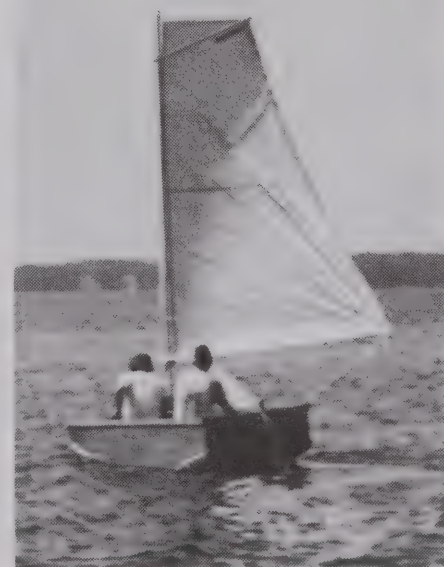
The upper "gudgeon" is actually a piece of 2-by stock sandwiched between two pieces of 5/8" ply. Vertically through this is a stainless steel eyebolt, double nutted on the bottom to lock it in. Nylon sleeves around the eyebolt reduce friction. Cheek blocks on the rudder fit around the eyebolt and a through bolt connects the whole thing together. Again, nylon washers and sleeves reduce friction.

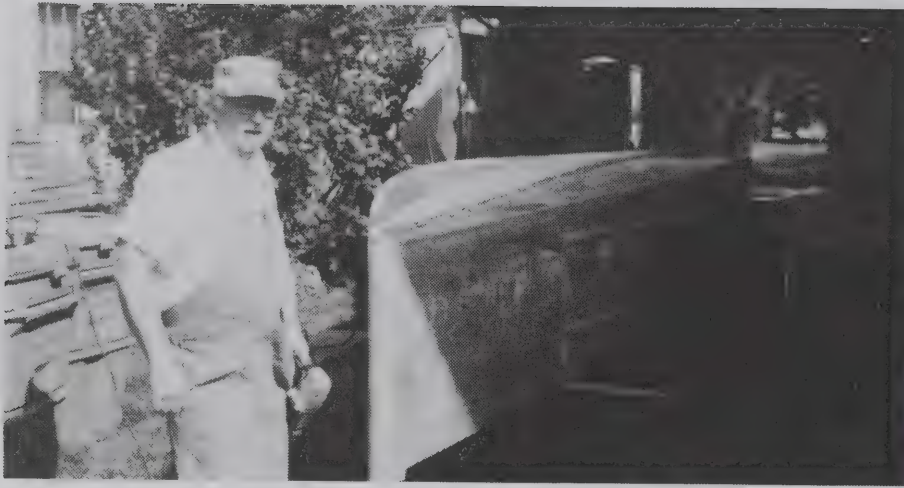
The lower gudgeon is another stainless eyebolt right through the transom. Just above this, on the leading edge of the rudder, is a short piece of pipe. The threaded ends of the pipe are screwed and epoxied into pieces of ply, slots in the ply fit the rudder and epoxy holds it all together. Underway, a bolt drops through the pipe and into the lower eyebolt. Launching and landing, the bolt is pulled out and the rudder swings up. A vee block on the transom guides the pipe on the rudder to the correct position.

So how does she sail? Unbelievable! She moves in the slightest wind, tacks quickly and sculls well with the rudder when the wind dies. In stronger wind, the mast bends gracefully with no sign of being overstressed. The gaff rig lets her spill wind in gusts. She can't handle chop very well, but where I use it that's not often a problem. I've found her a delight to sail late in the day when the wind is light and the dolphins are coming in to feed, and received far more compliments than guffaws. Sure is homely, though.

Ed Magowan, 4824 Midas Rd., Pensacola, FL 32526-1145, (904) 458-0577.

Sea trials, March 12, '95. She did fine.





I wanted to see if I could build a big boat so I picked Bolger's 18'x 5' Clam Skiff. This would give me a boat from which to fish for stripers on the local power dam lakes. Installing a center console would give me walk around room to play the fish.

I bought 15 sheets of 1/2" ACX fir and started laying out the shapes. My garage is 20'x 12' so with one foot clearance on each end I had to suck in my gut to move from one side to the other. I started by scarfing the sides together in two places to get enough length. Laying the completed sides together I noticed that they didn't line up. When I glued the scarf

To Build a Big Boat

together on one side it had slipped. Luckily I hadn't cut the pieces to length yet, so I recut the bad panel and re-scarfed it.

Scarfig used to be a dreaded job because using a hand plane and belt sander often left me sweating and frustrated. After searching around for a better way I bought an attachment for my Makita portable power plane. I had struck a gold mine. The first scarf was as good as the 30th. What I

like is that all I do is run the plane back and forth until the wood is planed down and the blade no longer cuts. Fear of scarfing is a thing of the past!

After I had laminated four layers of 1/2" for the transom I screwed the stem to the sides, inserted the transom and was ready to install the chine logs.

The bottom panel was a challenge. I wanted to scarf the whole piece together to give a continuous panel avoiding butt joints. Even though the inside and outside would be covered with glass and epoxy, I figured that the scarf would be stronger. I scarfed the panels, put them on top of the boat, and sandwiched each joint between two pieces of 3/4" ply and wax paper. After the first bottom was glued, I trimmed it to fit and fastened it down to the chine logs and transom.

The second bottom was just a repeat performance and would be easier to apply, being screwed down to the first bottom. I cut the pieces, spread the epoxy and fastened the first piece down. With four more scarfed pieces to apply, it was like jigsaw puzzle but went together easily. I drove screws through both pieces at the joints and various other places to bring the second sheet snug against the first.

Using a router with a trim bit I easily trimmed the outer edges flush. Next I ran a 1/4" roundover bit around the edges so the glass would go smoothly from the bottom to the sides. The center three layers of 1/2"x16" plywood went on next, making the bottom complete.

Standing back, it hit me what a big boat this was going to be. After building Bolger's "Gypsy" 15' sailboat, the Clam Skiff in comparison was a dreadnought. By some standards an 18'x 5' boat is not large but for someone who is used to slim kayaks and other small craft it is a new world.

Epoxy resin and 10oz cloth were used to cover the bottom and transom, 6oz cloth was applied to the sides before being assembled to the stem and transom. To avoid having to paint the bottom, I mixed graphite powder into the epoxy top coat to give it a slick, hard finish.

The next step now is to turn the hull over and install the flotation chambers and gunwales and the center console. Doing away with a forward seat makes it possible for me to walk freely around the sides. Two knees will be installed to keep the sides from flexing. Phil Bolger advised me, upon my inquiring into it, to not make the console any wider than the 16" bottom keel to avoid the plywood cracking at the edge of the keel plank from wave pounding.

I plan to put a 35hp Merc on the skiff providing plenty of power. This boat should be perfect for fishing the large inland lakes around my home town of Salem, Virginia.

Talking to someone about the boat I was building raised the question from him, "Why go to all this trouble, why not just buy one already built?"

My reply was quick, "What? Miss all the fun of building a boat out of flat wood that really floats, and doing it for a lot less money than a store bought one would cost me? Why, I would miss all the fun!"

S. Krsyski, 1410 Eddy, Salem, VA 24153.

Below, clockwise from top left: Easy scarfing and how it comes out. Sanding chines and stem in and out of the shop.



Building the Console Skiff

By Glen L Marine Designs

We now can offer a 30 minute VHS video on building our 15'9" Glen L Console Skiff which take the viewer from duplicating the patterns to the wood through building the console. Each phase of building the prototype is shown and explained. The boat planking is shown spread on the ground and then folded together to form the hull, and the nitty-gritty of resin putty fillet and fiberglass reinforcement application is shown. Detailed explanations of the little tricks that make boatbuilding with our "Fast G, Stitch N-Glue" method even easier are offered.

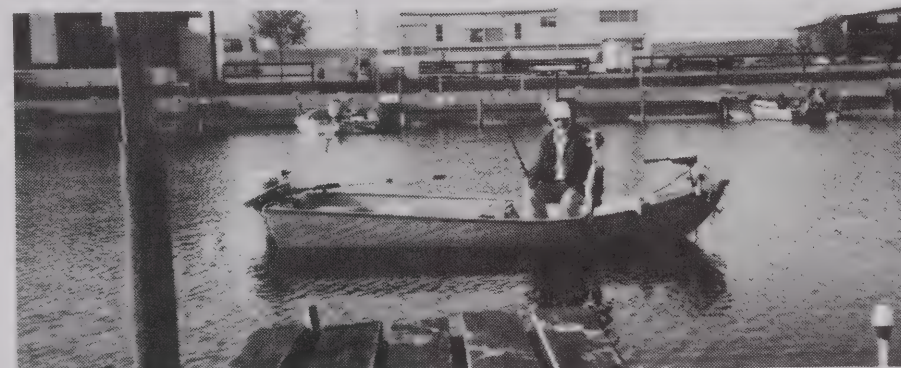
The video also includes action views of the finished boat afloat, idling and at speed, and interior views of the bright mahogany trim, attractive upholstered seats, finished console and large walk-around cockpit. While this video is intended to be helpful to anyone contemplating building the Console Skiff or its enclosed version, the Cabin Skiff, it is also useful for anyone thinking of doing stitch and glue construction, and is a helpful supplement to the building plans and patterns or frame kit when the project is undertaken.

The video is \$19.95 from Glen L Marine Designs, Box 1804XMA, Bellflower, CA 90706-2138, or phone (310) 630-6258.

It is a Beautiful Boat

I am quite a fan of Glen L's plans. I have built their rowing shell, the 14' power skiff the 16' console skiff and the pirogue. I sold the power skiff because it was too small for Lake Okeechobee, where we winter, and have been using the console skiff with a 25hp motor for the past four years and it is a beautiful boat.

Bob Hawk, 338 Cherrydell Dr., Pittsburgh, PA 15220.



Above from top: Glen L's catalog photo of the console skiff; Bob Hawk's console skiff and smaller power skiff.

Antique Race Boat Regatta '94

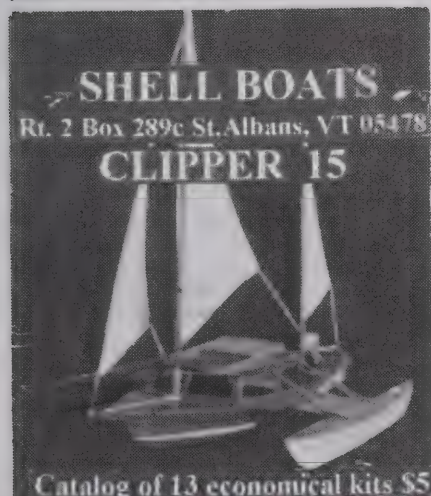
Video: A participant's view, 1 hr 30 mins. Dazzling vintage boats on display and roaring by under full power.

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Howard Percival Johnson, Jr.

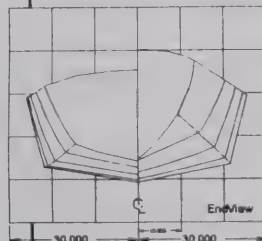
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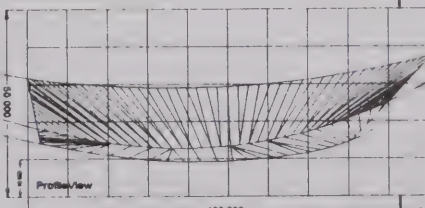
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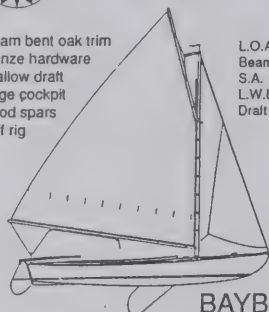
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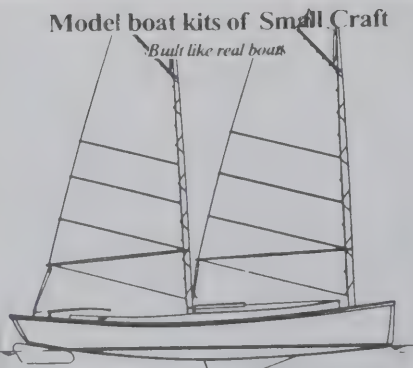
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Your Ideas & Needs

Paint & Varnish, Epoxy, Lauan, Stitch & Glue

In the April 15th issue Dave McCullough discusses his problems with paint and varnish that will not dry on epoxy surfaces. I have found the best solution is to prime the epoxy surface with shellac. The alcohol vehicle in shellac is compatible with the epoxy. I then can finish with either varnish or enamel and the finish will never stay tacky.

I started building boats about 40 years ago with Percy Blanford's P.B.K. kayak style canoes. I have built about 30 of these in both the 12' and 15' lengths. These are excellent boats that resemble a Klepper's lines. I have made some improvements in the sawn frames by incorporating hooks

where the stringers cross so they snap into place. I also finish the canvas and wood with epoxy which was not available years ago.

I love lauan plywood because it is cheap, solid core and knot-free. I have used it on all the Glen L boats I have built except the Rob Roy canoe, on which I could not make it work. I cover all my plywood boats at the chines and other seams with Bondo body putty before epoxy gluing the seams. This saves me a lot of money because it takes a lot of epoxy mixed with filler to cover some of these seams.

Bob Hawk, 338 Cherry Dell Dr.,
Pittsburgh, PA 15220.



Cutting Synthetic Line

Let me weigh in with the ultimate method for cutting and preparing synthetic rope. The methods presented to date by your readers are adequate for use in the field and for merely cutting a rope to length, but I believe a better permanent finish can be achieved. My method requires a source of 110-volt electrical power, and I prefer to take the rope into my shop so that I can do the job without a helper.

I cut synthetic rope with an electric soldering gun equipped with a flat plastic-cutting blade. My Craftsman dual-heat gun kit included one of these blades, and they are also sold separately. Before I plug the gun in, I temporarily set the trigger switch in the "high" position with tape or a large rubber band, then gently chuck the gun into a bench vise with the hot tip of

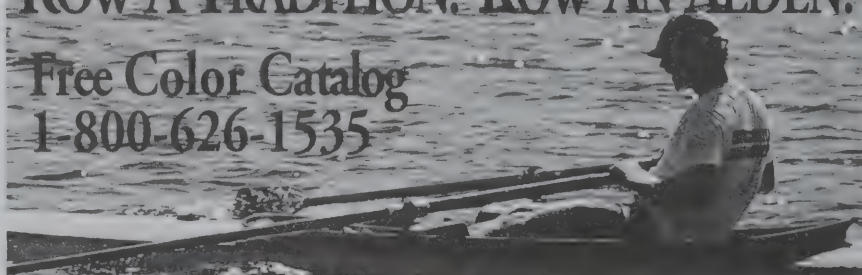
the gun pointing upward. I turn the gun on as needed by plugging it into a wall socket. The "high" heat position will burn the blade clean of plastic residue, and an effort should be made to avoid breathing the smoke.

The blade should be given several minutes to reach its maximum temperature, then the rope is rolled gently against the sharp edge of the blade so that the cutting takes place around the entire circumference of the rope. The result is a cut that seals all the fibers, but the rope will have a mushroomed end with some sharp tips. The final step is to roll the end of the cut rope against the side of the hot blade at a forty-five degree angle. The result will be a permanent smooth tapered tip on the end of the rope.

Sam Overman, Dahlgren, VA.

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BOOK REVIEW

Alone at Sea

By Dr. Hans Lindemann
Pollner Verlag, Germany
U.S. Distribution: Klepper West - Pouch
USA, 6155 Mt. Aukum Rd. Somerset, CA
95684-0130, (916) 626-8646.
\$22.50 + \$2 S&H.
Reviewed by Bob Hicks

Last year Dr. Hans Lindemann was invited to the West Coast Sea Kayak Symposium as an honored guest for his exploits of 40 years ago crossing the Atlantic alone twice in small boats, a dugout canoe and then a Klepper kayak. His initial reaction was to inquire, "Why would anyone be interested today?" This outlook establishes clearly what sort of man he is.

His two trans-Atlantic crossings were made for his own scientific experimentation on the human body's ability to endure, and entirely on his own with no outside assistance. No beating the drums fund raising, no plans for someone else providing support on the crossings, no satellite navigation aids or emergency radio. They don't make them like him much any more.

Today's adventurers sometimes choose to retrace some earlier effort, but then wrap themselves with all of today's safety net, counting on someone else to save them if they screw up out there wherever it is they have chosen to go. Lindemann made his trips in the mid-'50's, hardly the "old days" when once you left you were out of touch with everyone else, but he eschewed any reliance on anyone other than himself. This is why "anyone would be interested today".

Lindemann suffered setbacks. He built his first boat, a 36" dugout canoe hewn from a single log from a kapok tree, in West Africa where he was employed as a plantation doctor. He never got to launch it, for when it was nearly done it was discovered to be infested with boring insects, and a smudge fire set to drive them out set the canoe afire. He had to cast around, now under a time deadline, and buy a used 23 footer which he fiberglassed and outfitted to his ideas.

Setting out from west Africa for Haiti, the first negro republic in the New World, Lindemann suffered a week or so out from what he later suspected was malaria, was overcome with hallucinations, threw most of his supplies overboard while under their

influence, and when he recovered somewhat, realized he had to turn back. Fifteen days later he was back in Africa to refit. He was no quitter.

On the second try in the second boat, he made it, under sail power chiefly, in 65 days. Upon his return to Hamburg he was already contemplating another trip, despite the suffering and discomforts he endured on the first trip. There was more to learn. This time he chose a 17' stock folding kayak, modified it himself to suit what he knew from the first trip he would need. Keeping the sea out, and staying upright with the aid of a small outrigger were the major modifications. This trip from the Canarie Islands to St. Johns in the Virgin Islands, scarcely a year after the first, took him 76 days.


Lindemann's articulate narrative is free of melodrama and riveting in its inexorable plodding on day by day across the vast ocean all alone in so small a boat. Both trips are in the one book, and after completing reading the first you haven't heard enough yet from this remarkable man. This is the eighth edition published, in various languages, and the first to include Lindemann's follow-up observations on "Experiences Gained from Two Trans-Atlantic Crossings", along with color photos from his archives.

The price may seem a bit steep for a 200 page paperback but it's not the package you're buying, it's the quality of the story. It is a modern tale of individual courage and responsibility, *Alone at Sea*, a solo human experience, not one of today's fashionable "team" efforts.

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BOOK REVIEW

A Cruising Guide to Puget Sound

By Migael Scherer
International Marine Publishing Co.
404 pps, \$34.95
Review by Greg McMillan

Puget Sound is such a marvelous place, a boater's paradise with great natural harbors, breathtaking scenery and a mild climate that permits year-round cruising for those who don't mind getting a little damp. There are almost 2000 miles of shoreline and over 300 islands between Olympia in the south and the Canadian border and this wonderful book covers the whole fantastic scene; tells us what we need to know to cruise those waters.

To those of us with shallow draft small boats, especially those without a motor, the usual cruising guide is a total loss because the author assumes that you have a big boat with a motor. Migael Scherer does not make that error or any other that I could see.

It is extraordinary to review a book where all you can do is offer praise but that is the way I feel about *A Cruising Guide to Puget Sound*. The author offers detailed local knowledge of the tidal and current problems of approaches, the windage problems of anchorages and then the facilities available at hundreds of bays, harbors and inlets, with annotated charts for many of them. She has obviously been there.

On first examining the book, I looked up the anchorages I knew well to see if she told it like it really is. She does and to my surprise told me things about them that I didn't know. She has a rating system for each anchorage showing the facilities available, the safety of the anchorage and the overall desirability of the place. What I found particularly attractive about her presentation was that she gave detailed information not only about the forty marine parks in the Sound but also about those state and county parks that are accessible, sometimes only to small boats, invaluable information for those without toilet facilities aboard.

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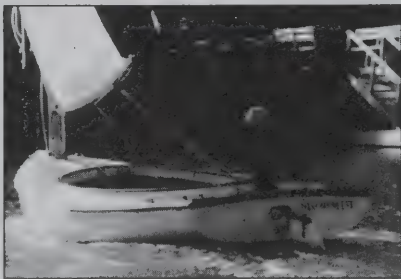
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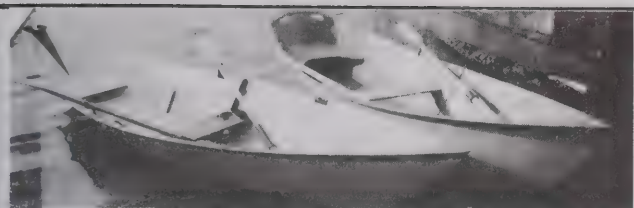
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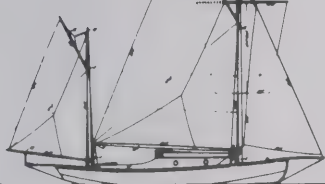
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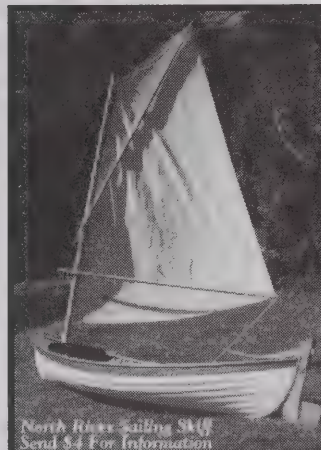
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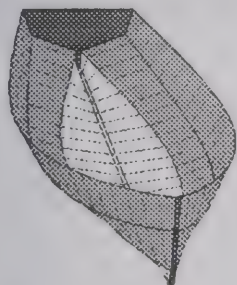
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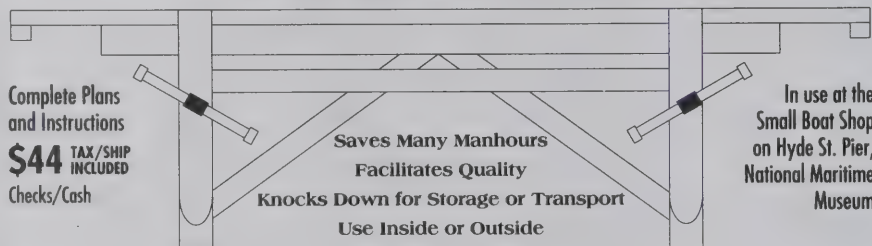
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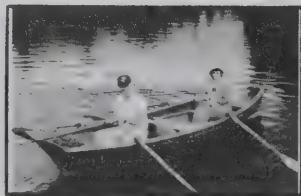
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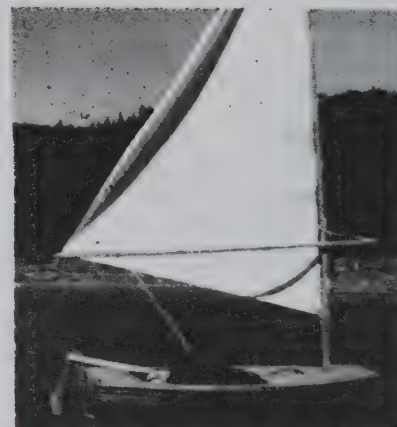
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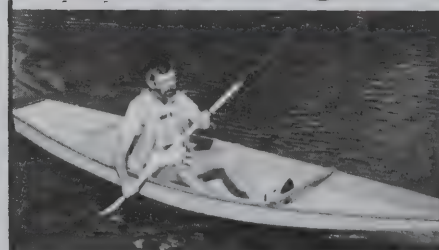


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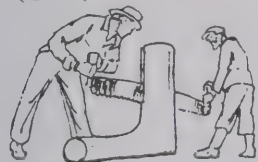
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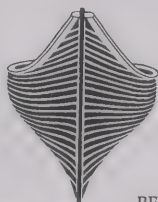
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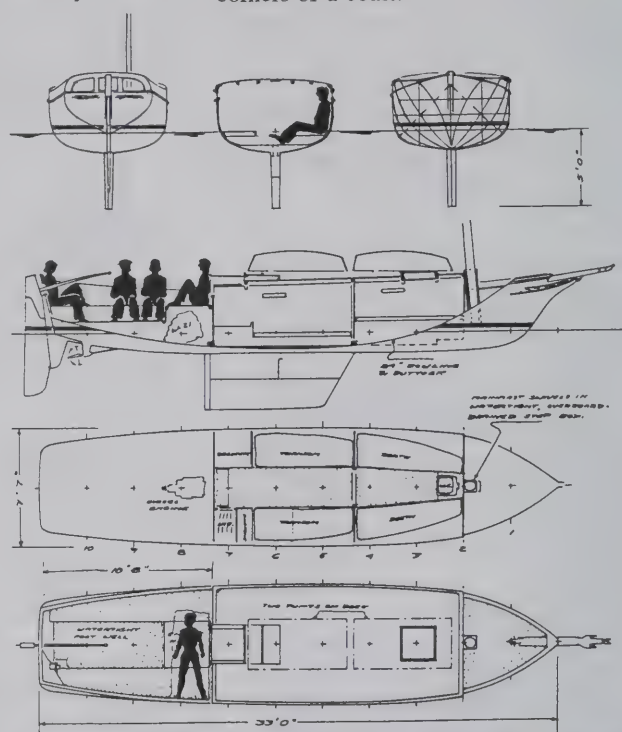
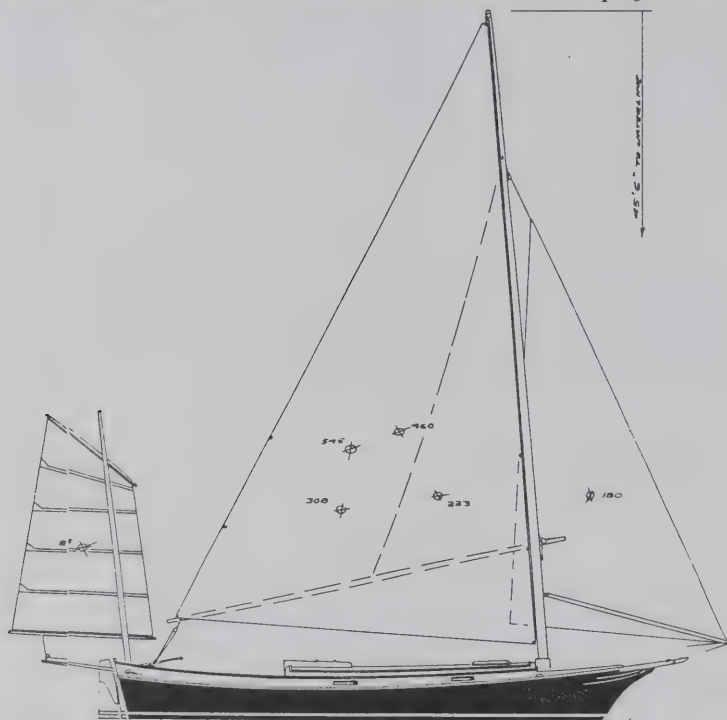
Bolger on Design

Daysailer/Weekender Concept

33'0" x 7'7" x 5'0"

The wish list was for a very fast and graceful boat, primarily for day sailing on

one of the Great Lakes; I've forgotten which one but there was deep water and bold shore in the neighborhood. Construction was to have been glued strip planking with minimum framing. She's similar to a number of centerboarders and leeboarders I've designed, but with the deep keel and high ballast ratio would carry much more sail. I'd think she would have been a striking sight closed-hauled in a breeze of wind. The project never went any further.



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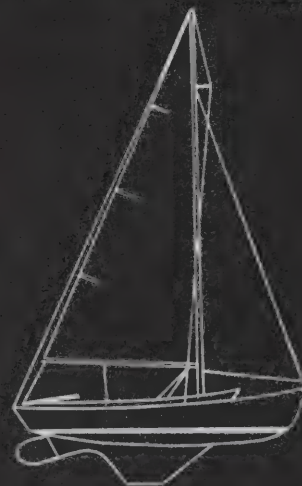
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GEOFF WARNER, Exeter, RI, (401) 295-1243. (4)

12' Gazelle FG Dinghy, new '93, vy gd cond, sail, row, power. Offered w/lateen rig, oars. \$550.

BOB PATTERSON, 3 Shawnee Cir., Billerica, MA 01821, (508) 663-2724 before 5pm. (4)

14-1/2' Cynthia J, small cruising catboat. Exc cond, w/practically new galv trlr. \$1,400 OBO.

PETER MC CARTHY, Merrimac, MA, (508) 346-9871. (4)

24' Blanchard Senior Knockabout, Port Orford cedar on oak. Blt '37. Main, genoa, jib. 2 Barient #10 winches, mainsheet traveler, genoa track, 5hp Evinrude, Danforth anchor. Recaulking & new deck canvas '94. In water & sailing wonderfully. \$2,250 OBO.

BOB GERFY, Everett, WA, (206) 334-4878. (4)

'57 16' Dunphy, arched deck, classy windshield. Solid but nds refinishing. Incl '57 30hp Evinrude Lark (runs great) & hvy trlr. \$400 or trades. **23' Sailboat Hull & Deck**, 2000lb encapsulated lead keel, stndng hdrom, main bulkheads in, most interior wood ready, bowsprit, boomkin, new mast, boom, new stndng rigging, new sails, diesel available. \$4,900 or trade.

STEVE RITZENTHALER, New Carlisle, OH, (513) 882-6869. (4)

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JAMES BOOTH, Reading, MA, (617) 942-9596. (4)

19' O'Day Mariner, '78 2+2, swing keel, main, jib, genoa winches, compass, jiffy reefing, cockpit & cabin cushions, anchor w/rode, motor mount, kick-up rudder, running lights (no battery), handrails, trlr. A great boat for \$3,200.

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13'10" New Flat Bottom Kayak, mahogany ply, West System. \$500.

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18-1/2' E.M. White Guide Canoe, early 1900's, closed gunwales, double ribbed, bow thwart. Compl restored.

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15' Ensign Dory, 6'4" beam, '87. Exc cond, yard maintained. mahogany rub rails, painted wood seat covers, long shaft transom w/15hp Honda 4-stroke OB new in '94. Yr old galv trlr. Sold as package for \$3,900 but w/o blonde pictured. Ready for water in Newbury @ Pert Lowell Co.

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Free 29' Ulrichson, wooden cabin cruiser, 318 Chrysler engine. Slps 6, hull gd, top nds work. 1st come, 1st served.

RAY VALENTINO, Subury, MA, (508) 443-9834. (5)

15'6" Gloucester Light Dory, epoxy & glass cloth, bronze nails & screws. \$650.

RICHARD DOWNES, Weymouth, MA, (617) 335-6677. (5)

25' Westerly Windrush Sloop, blt '67 to Lloyds specs. Twin keel, 9.9 Evinrude. Slps 4, fully found. Asking \$7,000. Located Shelter Island, NY.

GEORGE GONNEAU, Brooklyn, NY, (718) 797-3285. (5)

'93 19' McGregor Powersailer, sail w/main jib or cruise at over 20kts w/'94 40hp Mercury. Water ballasted. Slps 4, enclosed head, galley, dodger, electronics, trlr, more. Like new. \$11,000, partial trades considered.

DON CURRY, Topsham, ME, (207) 725-6914. (5)

22' Star Class Sloop, FG Buchan hull #5995, updated Harken hrdwre, Spartech mast & boom, heavy galv trlr w/box. Book \$3,850, sell \$1,950. Don't let price fool you, this is great boat.

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21' MacGregor Venture, '69, fast FG swing keel daysailer-weekender. Small cabin, lg 6' cockpit, shoal draft (18" keel up, 5' keel down). Main, jib, 6hp Johnson, running lights, VHF, Danforth. 2 quarter berths & V-berth, cooler, mahogany shelves, FM cassette. Gd cond. Weight 1,000 lbs. W/trlr, \$1,900/BO. Tow vehicle available, negotiable.

BOB & LOIS WARE, 200 Surrey Ln, Fairfield, CT 06430, (203) 259-6622. (5)

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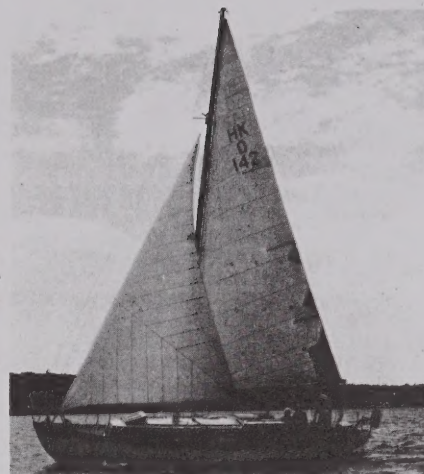
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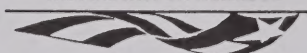
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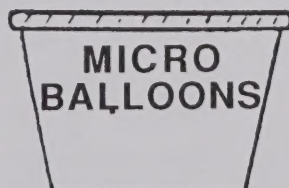
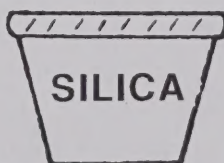
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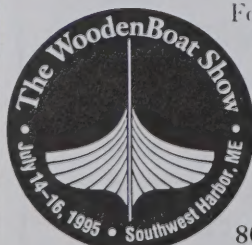
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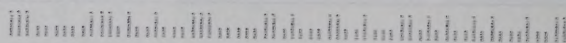
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